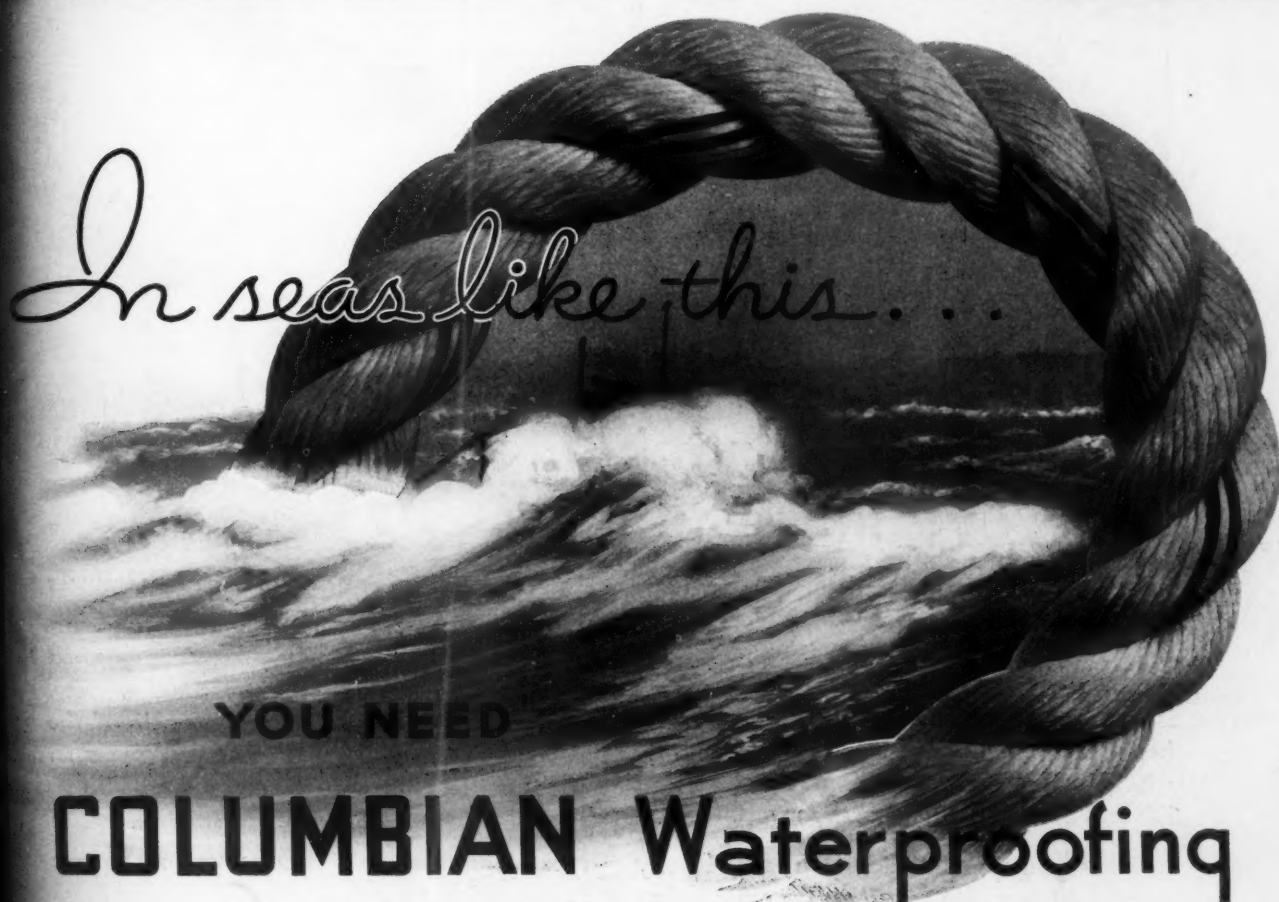


ATLANTIC FISHERMAN

VOL. XVI

Registered U. S. Patent Office
NOVEMBER, 1935

NO. 10



In seas like this...

YOU NEED

COLUMBIAN Waterproofing

Look close and you will see a small vessel battling the sea. Such experiences demand the best there is in rope. Lines must not become taut and stiff which makes them hard to handle. That is why fishermen are fast turning to Columbian Waterproofed Rope.

Our exclusive method of treating the individual fibres—said by many fishermen to be the greatest modern improvement to Manila Rope—insures absolute flexibility. It makes no difference how wet the rope becomes it still remains flexible and easy to handle.

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COLUMBIAN TAPE MARKED ROPE

PURE MANILA



Choose a dependable Exide and save money for years to come . . .

There is nothing contradictory about saving money and at the same time assuring the utmost dependability in your batteries. The unfailing performance of Exide-Ironclad Marine Batteries is unquestioned. For twenty-five years they have been proving their dependability afloat — while making an outstanding record of long life and money-saving service as well.

When you ship an Exide, you leave battery worries ashore. You are all set for trouble-free

battery service, with a reserve of extra power for emergencies — for a long time to come.

You can buy cheaper batteries than an Exide, but you have to buy them oftener. Meanwhile you're depriving yourself of the dependability and safety that you *know* an Exide will deliver.

There is an Exide for every size of craft and type of installation. Why not start now to save money with an Exide?

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
 Exide Batteries of Canada, Limited, Toronto

Exide
IRONCLAD
MARINE BATTERIES
 WITH EXIDE MIPOR SEPARATORS

"MIPOR," Reg. U. S. Pat. Off.

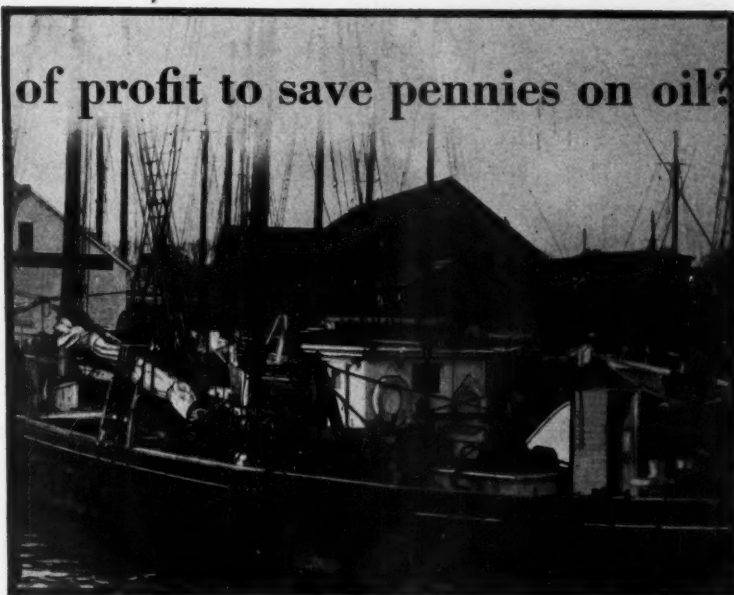
WHY DO IT?



... Risk dollars of profit to save pennies on oil?

Most any oil seems O.K. for a time. But, in a business similar to yours, it's dependability that counts—not the first cost of the oil.

A balky engine can cost you time and money. Repair costs can quickly eat up a whole season's profits. Texaco Lubricants will help you maintain the dependability of your engines, improve their performance.



Made Especially for Marine Service

Texaco *Marine* Lubricants are available at all ports. And whether you operate a Diesel, steam or gasoline engine, you

will find a Texaco representative ready to help you choose the lubricants best suited to your boat. Why not phone the

Texaco representative and talk with him at your next port?

THE TEXAS COMPANY • Marine Sales Division • 135 East 42nd Street, New York City

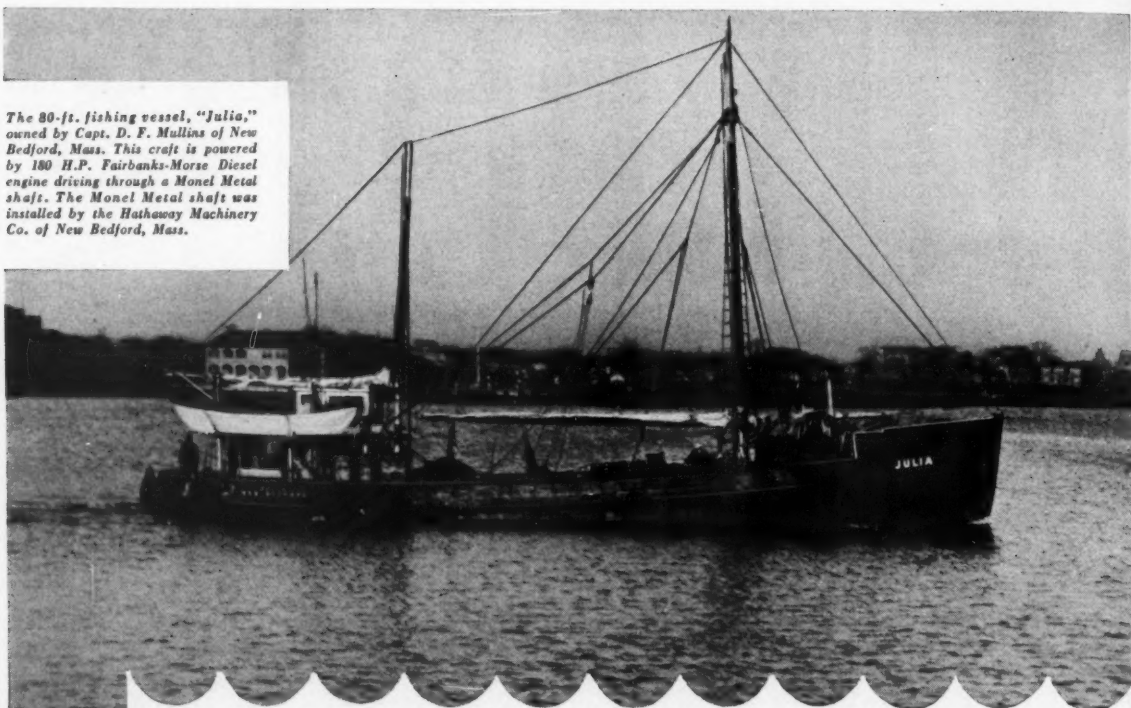


TEXACO *marine products*

(AVAILABLE AT ALL PORTS)

REFINERY TESTED FOR UNIFORMITY • • • SERVICE TESTED FOR ECONOMY

The 80-ft. fishing vessel, "Julia," owned by Capt. D. F. Mullins of New Bedford, Mass. This craft is powered by 180 H.P. Fairbanks-Morse Diesel engine driving through a Monel Metal shaft. The Monel Metal shaft was installed by the Hathaway Machinery Co. of New Bedford, Mass.



THE 80-FOOT FISHERMAN "JULIA" *depends little on Luck*

... but plenty on her propeller shaft of

Monel Metal

● It's enough to have to depend upon luck for a living . . . without having to depend upon whether or not your gear will bring you in from the fishing grounds.

When the "Julia," Capt. D. F. Mullins, puts out to sea, she stays out until she gets her catch.

These days, sea-farers have to bring in fish, or else—! They have to use mighty good judgment in the kind of gear and tackle they buy.

They cannot take a chance. And Capt. Mullins doesn't. This is proved by his selection of a propeller shaft of Monel Metal.

Monel Metal propeller shafts are so strong and tough, that boat-owners

report banging down on sand-bars, hitting submerged obstacles and running through heavy driftwood . . . without breaking their Monel Metal shafts, frequently not even springing them.

Monel Metal shafts are completely rust proof, and so highly corrosion resistant to sea water that they never pit.

And how they polish in at the bearings . . . to a mirror-like finish

that reduces friction to a fraction of what it was. Eliminating vibration from sprung shafts running in worn bearings has often resulted in noticeable increases in speed.

Think how all these advantages help to keep you out of repair-yards.

Write for your copy of "A Sea-Goin' Metal," a booklet about Monel Metal shafts and propellers, Monel Metal fish-tank linings, galley trim, Monel Metal fittings and fastenings.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 WALL STREET NEW YORK, N. Y.



Monel Metal is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.

"OUR EVEREADY FLASHLIGHT IS ONE OF THE MOST VALUABLE MEMBERS OF THE CREW..."

—says Capt. James Simpson, of the shrimp trawler, "Sea Bird"



"I keep a five-cell Eveready Flashlight attached to an inner board of the pilot house . . . at all times"—
(see letter)



National Carbon Company
30 East 42nd Street
New York City

Fernandina, Florida
March 11, 1935

Gentlemen:

I keep a five-cell Eveready Flashlight attached to an inner board of the pilot house of the shrimp trawler Sea Bird, just above the compass, at all times. This Eveready Flashlight is maintained here in an event that the lights of the ship go dead, we would be able to make our way back to port by using our Eveready as a combination searchlight and electric light. Thus, we could view our course ahead and our compass at the same time.

Of course our Eveready Flashlight is movable and is used for many other purposes aboard the trawler, but it is always returned to its birth above the compass by any member of the crew using it.

I find the Eveready Flashlight very handy in seeing how to pull the catch aboard at night and in assorting the fish and shrimp on our way back to port. The piercing long rays of the Eveready are especially valuable to members of our crew in sighting the unloading wharves late at night.

I take my Eveready home with me at night and use it in getting the ship under way at about 4 o'clock every morning. My Eveready Flashlight is especially useful at this early hour in seeing my way back to the ship, in freeing the lines, and in clearing the docks and boats of the fleet—so that no time is wasted in getting to the fishing grounds.

Our Eveready Flashlight, so to speak, is one of the most valuable members of the crew. We certainly would not go out without it.

Very truly yours,

James Simpson

OTHER HANDY EVEREADYS

Eveready Hot Shots give you long, dependable service when used for ignition on your winch motors and engines. They're weatherproof and come in three sizes: 6, 7½ and 9 volts. Eveready No. 6 Dry Cells are unsurpassed for lighted buoys, signaling devices and general utility purposes. They are also waterproof and need no protection when lashed to a marker.

NATIONAL CARBON COMPANY, INC.

General Offices: New York, N. Y. Branches: Chicago, San Francisco
Unit of Union Carbide **UCC** and Carbon Corporation

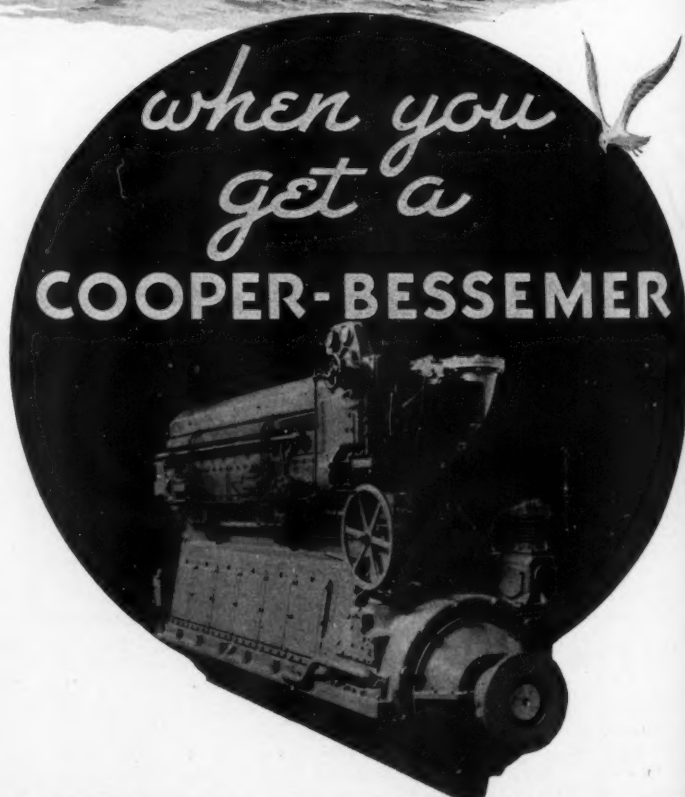
There are so many times when an Eveready Flashlight can be the handiest hand aboard that no wise skipper goes down to the sea without one. But be sure to use only Eveready Batteries . . . they are waterproof, and their life is longer than the trip back to port usually seems.





Another fishing vessel has a new Cooper-Bessemer Diesel. The Boston beam trawler, "Rita B." It's a Type GN-6 direct-reversing engine, with sailing clutch. Rating is 230 H. P. at 300 r. p. m. The proud and happy owners are T. and J. Busalacchi and Captain Azro Bly.

SO many fishing vessels have this modern, dependable, economical power ... you simply can't be wrong in choosing COOPER-BESSEMER. Let our nearest representative tell you which type is best suited to your hull — and why. Maybe you'd like us to send the latest N-line Bulletin. What horsepower would interest you?



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53 Duncan St.,
Gloucester, Mass.

Esperson Bldg.,
Houston, Texas

640 East 61st St.,
Los Angeles, Calif.

The Pacific Marine Supply Co.,
Seattle, Washington

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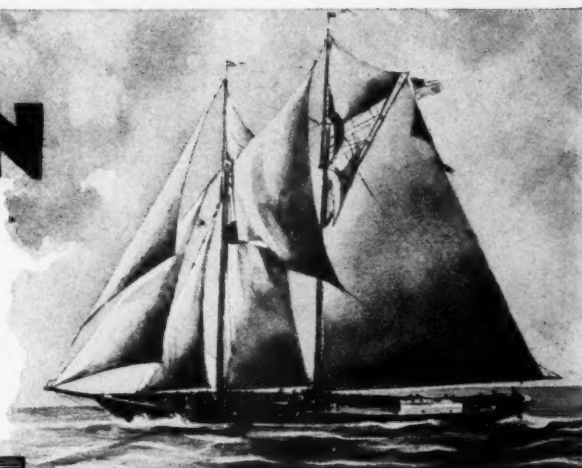
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NOVEMBER 1935

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Unmistakable Upward Trend Continues Decided Improvement Evident

AN analytical study which we have just concluded indicates that the upward trend in the fishing industry noted in our September issue continues strong. Leaders in the industry agree that not only has business improved but that the continuance of the upswing seems assured. Recovery is well under way and all indications point unmistakably to a continued upward trend.

Take the case of Boston, the country's leading fishing port. In the first 10 months of this year, vessel landings of groundfish exceeded those of the same period last year by more than 46,000,000 pounds. Mackerel landings increased approximately 7,000,000 pounds. Swordfish arrivals also increased.

At the same time, prices have been good. The excess has not clogged the market. Neither has it gone into the freezers, where it would affect prices this Winter. Government figures show that on October 15, the amount of frozen cod, haddock, hake, pollock, haddock fillets, mackerel and swordfish was approximately the same as it was last year.

In Maine, the sardine pack up to November 1 was over 1,500,000 cases, already exceeding the total 1934 pack by 460,000 cases. Demand for boneless and smoked herring has been exceptionally good, too, resulting in improved prices to fishermen.

Coming back down the coast, other bright spots are clearly visible. The greatest demand on record for whiting has kept Provincetown flounder draggers, which had a grand Summer, on the jump to help fill the requirements.

New Bedford's fleet is active, too. At this port one of the foremost vessel operators declares, "Conditions in the fishing industry look better," while another large and influential factor states, "I wouldn't have built an entire new wharf and machinery plant this year unless I thought that the Atlantic fishing business was to be prosperous."

New England's lobster industry this year was much better than for the past several seasons. Massachusetts, Rhode Island and Connecticut received higher prices and chalked up a good Summer's fishing. In Maine, although the prices paid were satisfactory, the catch was not as large as fishermen would have liked. However, as their season lasts almost all Winter, they stand a good chance to make up the difference in quantity and at a still better price.

The fortunes of New Jersey fishermen have been improving, with October hailed as highly satisfactory to 75 per cent of the coast at least.

Chesapeake Bay has not escaped this welcome tidal wave,

either. Right now almost all hands are seeing how much profit they can make out of the oyster industry's \$100,000 advertising campaign. As the oyster business is a major one on the Bay, the effect of increased demand should be felt all along the line, from tonger to distributor.

Florida fishermen got the jump on the rest of the coast last year by having one of the best seasons since the crash of '29.

Swinging now along the Gulf, we encounter more of this well-founded optimism, clouded only by temporary labor difficulties in the Biloxi area. "Both fish and shrimp business much better than last year. Catches are larger and prices higher. Expect best season since 1929." That report comes from one of the largest fishing fleet operators on the Gulf. Another tells us that "There is little doubt but that conditions are considerably better than last year. Prospects look bright."

On the Great Lakes, shipbuilders report a most encouraging amount of new construction, which is accompanied by a number of new engines going into old boats, showing that here, too, there has been a turn in the tide.

What about manufacturers of equipment and supplies? Are they feeling this improvement in the fisheries? The answer is yes—and several of the voluntary reports we have received are downright emphatic about it.

A paint manufacturer takes pleasure in reporting that his paint sales are up over last year. From a battery manufacturer comes the word that "Business is improving markedly." Three different rope salesmen are unanimous in announcing that their sales to fishermen are greatly improved. Netting sales, too, are being stimulated.

And engines? Shipbuilders? Concerning the latter is our survey of the shipyards in Maine. Almost all are working on fishing boats; at least one company is booked to capacity through next Summer; two new yards are starting up.

As for engines, one manufacturer points out that his business is at least twice as good as it was last year. "There is no question," he says, "but what fishermen are making money. Prices have been good, catches large, and they're in the market again for engines."

Another engine man boomed out his answer: "Am I optimistic? Yes! I'm more optimistic than I ever was before. Fishermen are coming in with orders, and an amazing number are paying cash." This company shipped 12 engines in one week, with others both ahead and following.

The depression in the fish business is definitely behind us.

John Lay, Dean of Great Lakes Fishermen, and Builder of an Outstanding Business

By E. L. Ways

IT is safe to say that no individual or company in the Great Lakes fisheries is better known nor more highly regarded than Lay Bros. Fisheries, Inc., of Sandusky, Ohio.

The reputation of Lay Bros. is not, however, confined to the Great Lakes region for the firm has for years been carrying on its business of producing fish and supplying fish and fishery products from Maine to California.

The history of the company is to a large extent the history of the life of John Lay, estimable citizen of Sandusky; in fact one of the first and foremost men of the city on Sandusky Bay, once known internationally as "the largest fresh water fish center in the world."

John Lay is 86 now. He was 19 when commercial fishing called him, and the foundation for the present business was laid.

Starting in a small way John Lay established himself in the fishing industry in Sandusky. Within a year he had built up such a business that he had to have help in order to carry it on and he induced his brother, Jacob, to become his associate under the name of Lay Bros.

John Lay has accordingly been in the fish business 67 years and the firm of Lay Bros. has been in existence 66 years—two-thirds of a century.

Thirty-three years ago John bought out "Jake", as his brother was popularly known, "Jake" retiring. He took in as business associates his three sons, Charles, John and Oscar, who had grown to manhood. Charles and Oscar are still with him in Sandusky. John, some time since, shifted to Port Clinton, on the Lake Erie shore about 15 miles west of Sandusky, where he established himself in business and where he is and has been doing well.

The business of the Sandusky plant today is largely in the hands of Charles Lay, although Oscar—known to his friends as "Pat"—knows it from A to Izzard, and readily takes Charles' job over if, perchance, Charles has to be away.

Charles is one of the most active members of the Ohio Conservation Commission on which he represents the commercial fishing industry.

Lay Bros. started out with a small sailboat of which John was master and, until he enlisted the aid of "Jake", the crew as well. But it did not remain a one-boat "fleet" very long. Gradually other boats were needed and acquired; sailboats of course, for there were few other kinds then.



John Lay, Sr.

Today, the boats owned and operated by the Lay interests out of Sandusky and outlying ports having Lay Bros. stations or sub-stations, constitute, according to estimates considered conservative, the largest fishing fleet in western Lake Erie if not the entire lake and, perhaps, the entire Great Lakes region. It consists of approximately 50 boats, trapnetters for the most part, although there are a few freight boats used for transporting fish, among them.

The freight boats are mostly fifty-footers—or near fifty-footers, some a little smaller or a little larger.

Lay Bros. buildings in Sandusky are new. The night of Feb. 6, 1932, the building the firm occupied for more than half a century was destroyed by fire. Following the fire a new building was erected on the Sandusky bay front in Sandusky's so-called "East End." This, upon completion, was used for plant purposes until the new building on the site of the one that burned was completed, when it was converted into a twine and storehouse.

The two buildings are complete as to detail. They are of hard pressed brick construction with steel reinforcements and should last forever.

In extending its business the firm of Lay Bros. Fisheries, Inc., has kept up with the times. No sooner has something new been offered than Lay Bros. has an equal if not a superior. Frequently it offers the innovation.

Filletts were offered by Lay Bros. before ninety-nine out of a hundred knew what they were. And so it is with other things that the public wants but does not know it wants, until it is made to see that it wants them.

At 86 John Lay is the first in the office. He is likewise the last to leave as a rule. However, Mr. Lay finds much today to take his attention from the business with which he has so long been identified. He was always charitable but, as he grows older, becomes more so.

Each morning Mr. Lay provides for many unfortunates, men, women and children, who but for the aid he gives them, would be in a pitiable predicament, and it is these who must get his attention first.

His word has always been as good as his bond. Accordingly, the business he established has always been conducted in a clear-cut, straightforward manner.

There is no question but what Lay Bros. Fisheries, Inc., will always be a leader and important factor in the fishing industry of this country. Its background is impressive, and its future is bright.



Headquarters of Lay Bros. Fisheries, Inc., Sandusky, Ohio.

Boston

Fish Pier Landings Show Increase in Demand for Redfish

By Gardner Lamson

THE demand for redfish continues, owing to the increasing popularity of this once little-appreciated fish. During the past month the following boats landed whole or part catches: Andover, Olivia Brown, Frances C. Denehy, Yankee, Magellan, Donald, Brookline, Foam, Elvira Gaspar, Rita B., Edith L. Boudreau, Wave, Gertrude M. Fauci, Exeter, Paolina, Venture II, Gertrude Parker, Mildred Silva, Geraldine and Phyllis, Billow, Superior, Hekla, Saturn, Fabia, Roma and Amherst.

Fitted Out for Haddocking

Capt. Ed. Russell has fitted out the *Mary De Costa* for haddocking after being on the ways.

Boston Fish Pier Landings for October

(Hailing Fares)

Adventure	343,000	Joffre	118,000
Alpar	95,500	Kingfisher	225,000
American	280,000	Lark	342,000
Amherst	271,000	Laura Goulart	158,500
Andover	473,000	Leonora C.	90,000
Andrew & Rosalie	153,300	Loon	322,000
Atlantic	267,800	Magellan	119,000
Babe Sears	57,000	Maine	324,000
Billow	491,500	Maris Stella	50,200
Boston	256,000	Marjorie Parker	54,100
Brant	308,000	Mary E. O'Hara	164,000
Breeze	385,000	Mary P. Goulart	78,000
Brookline	360,000	Mildred Silva	54,000
Cambridge	161,400	Natalie Hammond	202,600
Cape Ann	39,000	Newcastle	106,000
Comber	282,000	Newton	316,000
Coot	172,000	Notre Dame	182,000
Corinthian	197,000	Ocean	193,000
Cormorant	363,000	Olivia Brown	91,000
Cornell	144,000	Oretha F. Spinney	65,000
Curlew	278,000	Paolina	79,500
Dartmouth	189,000	Patrick J. O'Hara	205,000
Donald	427,500	Penguin	205,000
Dorchester	255,500	Philip P. Manta	38,000
Ebb	399,000	Plover	326,000
Edith L. Boudreau	66,500	Plymouth	337,700
Elk	132,000	Princeton	299,000
Elvira Gaspar	64,700	Quincy	197,000
Evelina M. Goulart	78,000	Rainbow	113,500
Exeter	548,000	Rhodora	97,000
Fabia	107,000	Ripple	256,000
Flow	269,000	Rita B.	133,100
Foam	250,000	Ruth Lucille	50,000
Fordham	168,000	Saturn	262,000
Gale	216,000	Sea	328,000
Gemma	228,000	Shamrock	301,000
Georgetown	333,000	Shawmut	197,000
Gertrude De Costa	132,000	Spray	246,000
Gertrude L. Thebaud	59,000	Teazer	84,000
Gertrude M. Fauci	378,000	Thomas Whalen	133,500
Gertrude Parker	116,000	Tide	260,000
Gossoon	202,200	Trimount	280,000
Grand Marshall	53,000	Vagabond	151,500
Harvard	174,000	Vandal	61,500
Hekla	169,000	Venture II	288,300
Helen M.	168,000	Wave	574,000
Heron	187,000	Whitecap	182,000
Holy Cross	418,000	Wild Goose	291,000
Illinois	325,000	William J. O'Brien	220,000
Ingomar	92,000	William L. Putnam	218,000
Isabelle Parker	194,000	Wintrop	234,900
J. M. Marshall	126,000	Yankee	312,000



Emery Thompson, shore engineer for the Portland Trawling Company's fleet, photographed on the bridge of the "Coot."

Lobstermen Accused of Fixing Prices

Members of the Associated Lobster Dealers of Massachusetts expressed amusement rather than dismay at a recent accusation of the Federal Trade Commission of conspiracy to fix prices. According to Messrs. Willey, Price and Gerrish, listed as officers of the association, the organization has been inactive for a year and a half and ceased functioning entirely last December. They also declare that at no time did the association even attempt to fix prices. The Federal Trade Commission named 24 officers and members in its accusation.

New Battery Installed on "Malolo"

The *Malolo*, Capt. W. T. Quinn, had a Willard battery installed by the Westerbeke Fishing Gear Co. just before her return to Virginia last month.

"Automatic" Has New Engine

The schooner *Automatic*, of Boston, owned by Charles Marino of the Neptune Oil Co., was at the Pew Wharf in Gloucester last month, having a new 60 hp Fairbanks-Morse engine installed. The *Automatic* is engaged in dragging.

"Ethel B. Penny" Put Back Into Service

After being laid up for the past two years, the Boston schooner *Ethel B. Penny* is to become actively engaged in fishing, and with Capt. George Goodwin in command, will sail tile fishing out of New York.

For several weeks a gang of workmen were making a new ice house aboard the boat, and have installed a 120 hp Fairbanks-Morse engine, replacing a 75 hp engine of the same make.

"Marjorie Parker" Has New Skipper

Capt. George Goodwin has taken command of the *Marjorie Parker*, which was skippered by Capt. George Perry for many years. Capt. Perry was one of the oldest active fishing captains at the time of his retirement.

Taking Engineering Course

Clyde Stuart, formerly chief engineer of the *Maine*, is taking up a course of mechanical engineering and drafting at Wentworth Institute.

George Goodwin is now second engineer on the *Maine*, captained by Clayton Coffin.

Lister Diesel Engine Sale

The Wharf Machine & Electric Co. have recently sold a Model CD, 7 hp, 1000 rpm Lister Diesel to the Lee Shipbuilding Co. of Harwichport, Mass., to be used for generating power to operate all equipment in the plant.

With the Skippers

Capt. Mike Clark was in with his first trip as skipper of the *Gertrude L. Thebaud* on November 1. He had a nice trip of fish and hit a good market.

It is rumored that Capt. John Asgierson, skipper of the *Holy Cross*, is about to embark on a matrimonial trip.

Capt. Peter Hansen is dragging for redfish in the *Yankee*.

Herbert Prior

Herbert Prior, well known member of Prior & Mahoney, commission men, recently passed away.

Gloucester Fishing Schooners Become Movie Craft

By Gardner Lamson

WITH a \$30,000 cargo of moving picture equipment aboard, the local fishing schooner *Mary F. Curtis* with Capt. Donald A. MacCuish in command, sailed from the Pew wharf of Gorton-Pew Fisheries at 2 o'clock on October 17, followed by the fishing schooner *Imperator*, Capt. Albert V. Williams commanding, both bound for Port aux Basques, Newfoundland, for the filming of Rudyard Kipling's "Captains Courageous." The *Imperator* is temporarily named the *We're Here*, in keeping with Kipling's vessel.

The cargo on the *Curtis* is the most valuable, she, or in fact, any fishing vessel has ever carried from this port it is believed for even though a vessel might be loaded to the gunwales her stock would not equal that figure.

Included in the equipment were moving picture cameras, tripods, fog and sun filters, sound equipment, electrical equipment, and 40,000 feet of film. All the latter and probably more film will be used during the filming of actual fishing operations in rough weather off Port aux Basques, when Capt. Williams and his crew of 20 men in 10 dories will go dory trawling and salt their catch just as if they were actually on such a voyage, while the camera will click merrily away and directors will shout their terse and commanding orders to the men.

"Oretha F. Spinney" High-Liner

The schooner *Oretha F. Spinney*, Capt. Carl Olsen, is the high-line halibut fishing vessel of the year, stocking \$48,397.38 for the 11 trips taken since January 22 of this year, and landing 316,000 pounds of fresh halibut, 129,000 pounds of salt cod, and 100,000 pounds of fresh cod.

The 107 ft. schooner was built in Essex 14 years ago, and sailed on her first trip this season on January 22, with a new Cooper-Bessemer engine, and since that date has made 11 voyages, being active 229 days of the year, her longest trip being 27 days, while her shortest was the lucky seventh, taking but 15 days, when each of her men made \$111.

Gorton-Pew Fisheries Has Fine Season

The Gorton-Pew Fisheries Co. has had its greatest Summer since the banner days of the World War, for from June 1st of this year up to October 11 the firm paid out total wages, exclusive of executive salaries, amounting to \$318,036.60, and hired an average of 836 men and women each week during that period.

At the Gorton-Pew Cold Storage Co. on October 24, 70,000 pounds of frozen halibut which entered the warehouse as fresh fish from the holds of the schooner *Gertrude L. Thebaud*, Capt. Archie MacLeod, began another stage in their journey from the Gulf of St. Lawrence, when three huge transcontinental trucks loaded the frozen fish aboard for a haul to Chicago.

Sail for Southern Dragging

The Gloucester schooner *America*, Capt. Gil Lafford, and the schooner *Teresa and Dan*, Capt. John Hall, sailed from the Atlantic Supply wharf on the morning of October 12 bound for Norfolk, Va., to begin the Winter dragging season out of that port. They are the first to leave for the Southern fishing grounds this year. Both are powered with Wolverine engines which were overhauled in Bridgeport, Conn., before proceeding South.

Hard Luck Follows "Jorgina Silveira"

The local dragger *Jorgina Silveira*, Capt. Manuel J. Silveira, which sailed on October 17 for Norfolk, developed a slight leak during the day and put into New Bedford for repairs, and to secure a few dories.

Her ill luck continued, for when she sailed from there on the 19th, and was out hardly a half hour, she went ashore on Round Hill near New Bedford, and was forced to remain for a while until, with the aid of the dragger *Little Joe*, she slid off.



The "Marietta and Mary," Capt. Nick Giamanco, recently repowered with a new 180 hp Cooper-Bessemer.

"Portugal" Sails South

Capt. Albino Pereira and crew in the schooner *Portugal* were ready to leave on October 21 for Norfolk to start dragging. They have been swordfishing all Summer.

Lands 870-Pound Tuna

The largest tuna landed in Gloucester for many years, weighing 870 pounds in the water, was "ironed" by Capt. Oliver "Cy" Tysver, skipper of the gill netter *Naomi Bruce III*, eight miles East Northeast of Thatcher's on October 13. It took Capt. Tysver an hour and a half before he succeeded in getting the monster aboard.

Nearly Run Down by Ocean Liner

The crew of the schooner *Raymonde* had a thrilling experience recently when they happened to be engulfed in a thick fog. Suddenly they saw looming up ahead of them a huge trans-Atlantic liner, with four stacks, which came so close to them that they could shake hands with the propellers.

"Clattenburg" Has Narrow Escape

The dragger *Shirley M. Clattenburg*, Capt. Harold Parsons, had a narrow escape on her recent fishing trip when 18 miles South West of Eastern Point Light she nearly ran onto a huge piece of wreckage floating in the water.

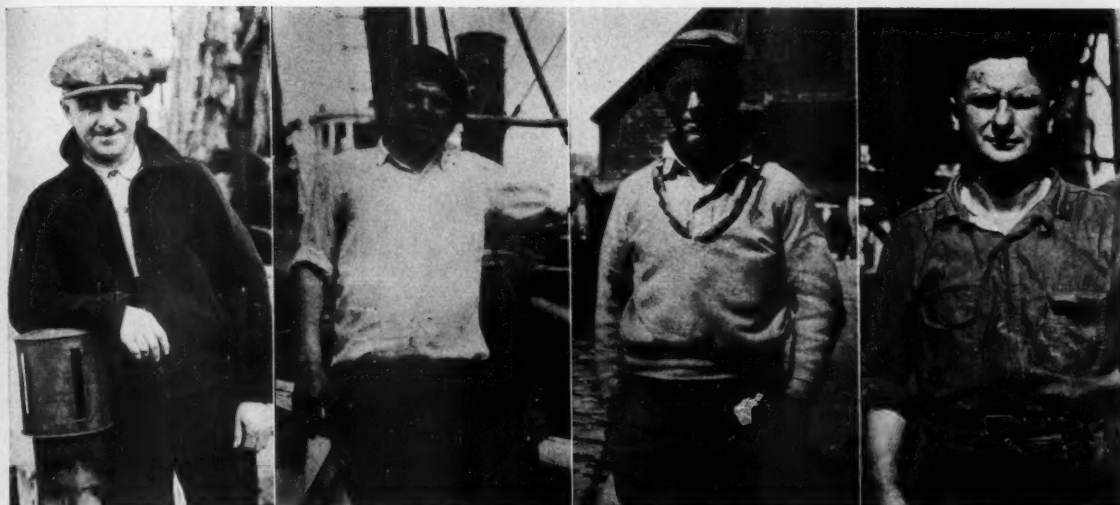
Seiners Lose Seine Boats

Two local seiners had the misfortune of losing their seine boats in the heavy blow of October 24 while they were trying to get around the mackerel near No Man's Land.

The seiners were the *St. Teresa*, Capt. Philip Fileto, and the *St. Rosalie*, Capt. Sam Parisi.



Capt. William Cabral of Provincetown, Mass., in the stern of his boat, the "Capt. Bill," which he uses for commercial and party fishing. The Chrysler engine is protected with Texaco lubricants.



Left to right: Bert Hemeon, engineer of the "Alice and Mildred"; Capt. Vico Lochrico of the "Salvatore"; Capt. Leslie Dorrance of the "Edna Fae" and Capt. Bradford Amirault of the "Donald." The first three are Gloucester vessels; the "Donald" hails from Boston.

Seine Boat Badly Damaged

Another boat to have her seine boat badly damaged was the *Sebastiana C.*, Capt. Charles Nelson. The boat was on her way into New Bedford when hardly a half mile off Gay Head a towing link on the stem of the seine boat snapped, sending the boat adrift. The heavy weather took the 42 ft. boat toward the shore where the surf pounded her well nigh to pieces.

"Little Joe" Collides with Steamer

Five Gloucester fishermen had a narrow escape from drowning when the 37-ton *Little Joe*, Capt. Ernest Vigliano, on October 23 collided with the 5043-ton steamer *Yarmouth* during a thick fog, smashing the stem of the bow of the small dragger, and threatening to cause the vessel to sink.

Capt. Vigliano and his men, however, succeeded in bringing the boat back to port.

Cooper-Bessemer Moving to Larger Quarters

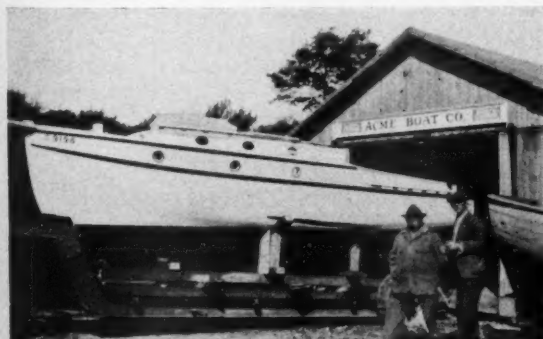
The Cooper-Bessemer Corp. is to have a new office in Gloucester, and already alterations have been started at 47 Duncan Street, a few doors North of the present office.

"Antonina" to Have New Engine

The mackerel seiner *Antonina*, Capt. Ben. Randazza, arrived on October 30 with a fare of mackerel for Gorton-Pew Fisheries. She is to have a new 120 hp Cooper-Bessemer Diesel engine installed.

Record Mackerel Trip

The Gloucester seiner *Santa Maria* hailed for 110,000 pounds of mackerel on the 29th. This figure bids fair to top all records for a single trip.



The "Curlew," just built by F. W. Hart (right) of the Acme Boat Co., Central Village, Mass., for Andrew Butts (left). Equipment includes a Red Wing motor, Edison battery and Hathaway stuffing boxes.

Vineyard

Harbor and Sea Scallopers Trying to Solve a Hard Question

By J. C. Allen

NINETY-ODD years of associating and working with fishermen has made the Wheelhouse Loafer resemble them in some respects. And now, as we cast off the grips on the old bait-mill preparatory to penning the monthly missive we possess only one idea on earth which is to broadcast a query, fervent, pungent, profane even, but deeply sincere: "Why in hell can't all things be just right once in a blue moon or even more seldom?"

The cause of this query lies in mighty shoal water and darned close to home and it involves the bay scallops which, for generations, have been the sheet-anchor to wind'erd of many a longshore fisherman in this neck of ocean. And the set-up to date looks as if they wouldn't be worth half price even if they are twice as good as usual, whereupon we ask the cockeyed world: "Howcome?"

Good Lobstering

Many indications observed in shoal water hereabouts indicated a mighty fine Fall for all hands. As a matter of fact, things have broken well for some. There hasn't been any such lobstering in years as the gang are enjoying in bold water. Some of the Vineyard fishermen and most of the Elizabeth Islands fleet, have been setting pots off-shore all through October and they have struck plenty of luck, good prices and no very heavy swell to wreck the gear.

Plenty of Fish for Otter-Trawlers

The small otter-trawlers, who have to do their fishing fairly close in have struck flukes all through the month in quantities that made the fishing pay. Oodles of yellowtails have run everywhere, but it takes about seven barrels to pay for a box of tobacco if a man is particular about what he smokes.

Scalloping

But the harbor fishing is hanging in the wind. The state law came off bay scallops on the first, and all hands hailed a good set everywhere. Several towns on the Vineyard, and some on the nearby Cape, opened up and started the ball rolling. The Vineyard scallops and most of the others proved to be under-developed, juvenile, anemic and otherwise below grade as regards size and weight.

Well, these scallops have brought less than half the regular price. The jumbos hailed in other localities have also gone

slow and cheap. There hasn't been any cool weather, up to the time of penning this manuscript, so no one knows what may occur when we get our first snow flurry, but the dealers are filled with gloom chock to the coamings!

Harbor Scallops, or Sea Scallops?

They claim that the restaurants, some of 'em anyhow, and plenty of hotels that have always handled harbor scallops, will not have 'em on the premises this year. Why? Because they have to serve sea-scallops for nine months out of the year and after the harbor scallops have gone, the specimens of Pro Bono Publico who dine at such places will be dissatisfied with the sea-scallops.

Sounds reasonable at that. But the scallop fishermen are wondering just how much the retailers may be to blame for such a situation. For many a generation the harbor scallops from this vicinity have been sold as Cape Cod scallops for the simple reason that nearly all the millions of people in United States have heard of Cape Cod and could gain some idea as to where the bivalves came from. But during the past Summer at least, and perhaps before that, sea-scallops have been advertised right in our own sovereign state, according to reliable reports, under the name of "Cape Scallops". Now of course the sign did not state whether it was Cape Hatteras or Cape Sable, but a helluva lot of people took it for granted that it must be Cape Cod simply because it was a cape. Of course the hard working retailers may not have known that the public would be so dumb and shy on geography, or knowledge of the season for harbor scallops. They probably got plenty of their scallops from four hundred miles off Cape Ann, or off any number of the Eastern capes, and did their best to tell the people about it without making their sign look like a page out of a school geography. But it looks as if this purely innocent effort has left the harbor scallopers holding the bag and this in a season when everything indicates a big catch.

Southern New England

CAPT. Frank N. Banning, in charge of Connecticut's marine fisheries, recently released 492,000 baby lobsters from the hatchery at Noank into Long Island Sound. The lobsters were held until the fourth or "diving" stage, so that Capt. Banning expects them to be able to escape from their natural enemies. It was the largest number ever produced in one season at the Noank hatchery.

R. I. Oyster Exchange

The Rhode Island Oyster Exchange, whose formation was announced in an earlier issue of the ATLANTIC FISHERMAN, is proving to be most productive, according to word received from one of the members. It has created a spirit of mutual confidence and a mutual exchange of information, and has been especially valuable in running to earth alleged unfair practices. Members are purchasing from each other certain sizes which may be short to fill orders.

Block Island News and Notes

Things are just about between wind and water now, with the lobstermen taking in their gear on account of heavy weather, although some of the late fellows in boats like the *Clayton II*, Capt. V. Willis and H. Jacobsen, are reporting some of the best catches of the season averaging 250-300 in number to the haul in the off-shore gear.

They market their catches locally and run some to Long, a lobster buyer in Groton, Conn. The Dodge Bros., in the *Evelyn W.*, are still at it, also Albert Hayes in the *Carlton II*, and Capt. Milton Steadman & Son are still operating the *Isabelle*.

Several swordfish were brought in about the middle of the month, one by Charles Hall in the *Edery L.*, which weighed 150 lbs., the others being smaller.

The fleet of boats here, some 150 or 175, are all beginning to brighten up with their Fall coat of paint. Incidentally the Block Island Marine Railways are doing a land office business just about now and your correspondent and Capt. Albert of the *Albert* are awaiting their turn to get out and get the boat looking like the rest of the fleet as there is quite keen competition in the appearance of the various boats.

Portland Has Best Tuna Season on Record

By Alfred Elden

THIS has been the best season at Portland for giant tuna ever recorded. Last year was the best up to then, the total number being 268 with a live weight of 161,900 pounds. This season, however, the total number bought at Portland was 423 fish with a live weight of 181,837. The highest price paid was at the beginning of the season with 8 cents a pound. The lowest price paid was 1¾ cents and the average price was 4 cents. The first fish brought in weighed 392 pounds and brought its captor an even \$50. The largest fish taken weighed 913 pounds.

Figures for Sardine Pack

A. M. G. Soule, Chief, Division of Inspection, Department of Agriculture, reports that the total Maine sardine pack for 1935, up to November 1, was 1,588,687 cases.

This estimate runs under what had popularly been predicted, but is materially larger than the total pack last year. Many sardine men figured that the grand total for 1935 would come close to 2,000,000 cases. To be sure packing had not entirely ceased on November 1 and if there should be a run of small fish these figures might be changed somewhat.

The late herring, however, are running very large and the packers do not wish to accumulate too many cases of large fish which might be displaced next Spring by a smaller run of herring with more fish to a can. Upon the whole the goods packed this year have been very satisfactory. Comparatively few fish were condemned and the poor condition of the herring in the past few years seems to have entirely disappeared. The fish packed by the Maine factories this season are upon the whole as fine goods as the Pine Tree State ever put out.

Have Enjoyed Good Lobstering

Lobstermen at Biddeford Pool had an excellent August and September but October found the crustaceans very scarce. The buyers are paying them from 24 to 30 cents a pound. The old wharf at the Pool, with its long shed full of fishermen's bait, and the gear houses which crumbled years ago, have been rebuilt and the fishermen are once more making headquarters there. So, too, has the little basin adjacent, and long since filled up with silt, been made useful again. It has been dredged out and will again furnish anchorage for the fishing boats, particularly in Winter.

Like New Lobster Law

Most of the lobstermen like the new lobster laws which permit them to take as small as nine-inch crustaceans. This puts them on a parity with the Canadian lobstermen who have long had a monopoly in supplying the restaurants and hotels with this size which is what they want. Anything over 13½ inches they have to put back. The new regulations have undoubtedly greatly lessened the handling of so-called "shorts."

Some Unusual Catches

Thirty lobsters in one trap is the remarkable catch made by Willard Ramsdell of South Lubec. There were seven counters and 23 shorts.

Bert Coffin, of Sebasco, caught a lobster on the hook of his trawl that weighed 20 pounds and the spread of its claws was 3 feet and four inches. Larger than the law allows, Coffin was obliged to release his prize.

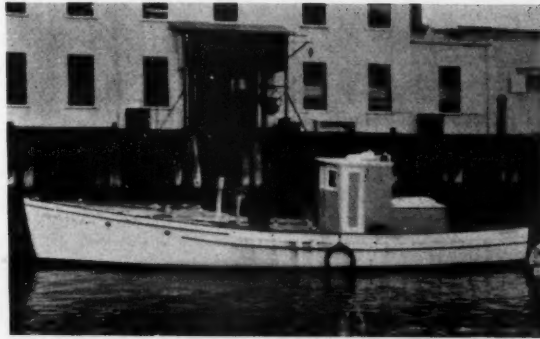
Clam Cannery Operating to Capacity

Charles G. Stevens, of Jonesport, has his clam canning plant operating to capacity. He expects a much larger pack this year than last year's pack of 26,000 cases. His goods are known as the Jonesport and Stevens Brand.

A 60 hp Fairbanks-Morse Diesel was installed by Capt. Al Sutherland at Eastport who is to be captain of the reconditioned *Wolverine*, one of Mr. Stevens's fleet of boats. His



The "Onward III" owned by the Portland Fish Co., Portland, and captained by Arthur Ricker of Cliff Island. She has a 50-60 hp Wolverine, Hyde propeller, Exide battery and Tobin bronze shaft.



The "Harold & Lewis", owned by Harold Leeman of Bailey Island, Me., discharging lobsters at the N. F. Trefethen Co., Portland. This trim smack has a 40 hp Palmer engine and Monel Metal shaft.

Silver Bell is powered with a 30 hp Kermath and his Arlene has a 40 hp Palmer.

A new American Can sealing machine has been installed and is now operating sealing American Can Co. cans. The plant boasts of several improvements including a large addition to take care of the increase in demand. Kalamazoo parchment paper is used in this plant.

Has Excellent Season in Salt Hake

Harry Johnson, Swans Island fish and lobster dealer, has had an excellent season in salt hake, having already shipped 300,000 pounds and having 200,000 pounds in his plant. Mr. Johnson purchased well over 1,000,000 pounds of round hake this Summer.

Scallop Has New Engine

Capt. Kenneth Tainter, of the scallop dragger *Restless*, recently installed a 30 hp Cummins at the machine shop of Fred Tainter, Swans Island.

Ramsdell Plant Closes

The big new Ramsdell sardine factory at Rockland closed about the middle of October. The total pack there was 110,000 cases and the largest day's receipts were 2800 bushels. About 240 hands were employed. Mr. Ramsdell was much pleased with his initial season at Rockland.

C. C. Brown Co. Sold to Harris Co.

The C. C. Brown Co., ship chandlers at 130 Commercial St., Portland, have sold out to the Harris Co.

With the Boat Builders

W. Scott Carter and Rufus Condon, Friendship boat builders, both have contracts to build fishing boats this Winter.

Frank Winchenbaugh, boat builder of Friendship, is building a 35 ft. fishing boat for Elmer Witham to be powered with a Kermath "Sea Master."

Reed Cook Construction Co., Boothbay Harbor, plan to build both pleasure and fishing boats in addition to hauling out, repairing and storing boats.

Axel Gronros, boat builder of Rockland, is to start a 42 ft. lobster boat for Lavon Ames of Matinicus Island.

Forest Maker, formerly boat builder of Rockland, will start his trade again at Vinal Haven.

Maine Has Exhibit at Eastern States Exposition

Live salt water fish and shellfish were exhibited by the State of Maine at the Eastern States Exposition at Springfield, Mass., according to word received from Charles M. Washburn, of Maine's Department of Agriculture. This achievement is of particular significance in view of the many unsuccessful attempts to accomplish this in the past. Thomas H. Dorr and Earl C. Hoover of the U. S. Bureau of Fisheries cooperated with Mr. Washburn in the experiment, which included live cod, haddock, hake, mackerel, herring, lobsters, clams and scallops, all brought from Maine. The ocean water was taken near Woods Hole, Mass., and aerated and filtered through specially designed apparatus. The display daily attracted large crowds.

Eastern Maine

Sees Upswing in Demand for All Fish Products

By C. A. Dixon

LUBEC smoked herring manufacturers and dealers have been pretty lucky as usual in getting the cream of the stringing herring receipts from Quoddy districts, and the round smoked fish and boneless put up at Lubec are of superior quality. Business has been brisk although fish have been extremely scarce recently.

There is no doubt in anyone's mind that the fishing industry of Eastern Maine and Southern New Brunswick has staged a permanent comeback, as the demand for all fish products is on the upswing.

Lubec Produces Two-Thirds of Maine Sardine Pack

As an indication of just how busy a spot Lubec has been during the current sardine packing season, is the report that, of the entire Maine pack of sardines this year, Lubec contributed two-thirds the quantity, said to be a total for the State of nearly 2,000,000 cases. This important industry combined with another major business, that of the curing of herring for the bloater and boneless trade in smoked fish, puts the thriving little town right on the map as one of Uncle Sam's chief fish curing ports.

Beardsley's Smoke Houses Full

The large smoke houses of J. W. Beardsley's Sons, of Eastport, presents bays full of attractive looking amber-colored fish these days, and the combined quantity of raw material needed to fill these houses amounted to several hundred hogsheads of fish procured in Charlotte County, N. B.

Building Dingies for Quoddy Project

Aldie Sutherland has been operating his boat yard this Summer building dingies on the Quoddy project. He recently put a pilot house on the boat *Mearlmaid* while Wm. Burnside looked after the shop end of the business.

Port Captain for U. S. Engineer's Fleet

Capt. Frank Neal has accepted the position as Port Captain for the U. S. Engineer's fleet of boats at Quoddy.

Harry Raye Operating His Father's Business

Harry Raye is operating the business which his father, Capt. Tom Raye, formerly ran prior to his death on August 9th. Capt. Tom was the originator of the "Bilge Water Club" of Eastport, with headquarters in his office and was held in high esteem by all who knew him.

Green Bros. Improve Plant

Green Brothers of Eastport, packers of quality boneless smoked herring, have made several changes in their plant, and now have one of the most up-to-date plants in this section.

New York

News and Comment on Production and Marketing

By Larry Herzog

HENRY Robbins of Chesebro Bros. & Robbins says that November will mark the beginning of fish shipments from the more southern fishing grounds of the Carolinas, and Florida. With the slackening off of the northern mackerel season, production of Spanish mackerel from Florida may be expected to have a ready market.

Porgies, sea bass and fluke are expected in the New York Market from the neighborhood of Cape Henry. Artificially frozen smelt began coming into the market during October. Cod and haddock will continue to arrive from the northern grounds and weakfish, butterfish, porgies, and sea bass will be expected to continue during November.

Frank Wilkison bases his estimates of the November fish arrivals on last year's receipts of striped bass, bluefish, sea trout, porgies, and sea bass from the Carolinas, weather and water temperatures permitting. From Florida should come mullet, Spanish mackerel, red snapper and pompano.

Bill Woods reports that Crocker Brand natural frozen smelts will be in the New York market around December 15.

Better Packing an Asset

Shippers from the more distant fishing grounds are cautioned to look to their boxes and packing. Too much fish is damaged by handling during transit. Poor packing is always expensive in the long run.

Fresh fish arrivals expected during November at Peck Slip are larger quantities of whitefish and herring, in the opinion of Sol Broome. The market should readily absorb an increase in this production, as dealers hope that lower prices will provide a sound basis for an increased demand.

The wholesale and retail business looks up in the Pennsylvania territory, according to Bill Woods of The Rupert Fish Company, who has just returned from a trip through this section. More optimism was found than in many years. There was more anxiety expressed over getting a steady production of first quality of frozen halibut and salmon than over the problem of price. This is a healthy sign that fish production may soon expect to benefit from the high cost of meats.

Darling & Company, wholesale supply house, estimates that hotel and restaurant fish business is up 60% over last year, which they believe is directly responsible not only to better business conditions, but because of the high costs of meats. They also report a large increase in their smoked fish business. Edward Whalley, U. S. Representative for Andrew Johnson & Knudtson, Ltd., of Hull, England, bears this out as he has more orders for smoked kippers than he can possibly take care of, unless his company finds it possible to increase the size of the shipments beyond the quota set for this season's distribution.

Vessel Landings Increase

Vessel landings at Fulton Market for the period of September 17 to October 16 showed a 27% increase over the previous period. The total per boat was only slightly in excess of the previous period inasmuch as there were about 20% more boats handling the business. Total landings by species were as follows:

Scallops	17,405 gals.	Scrod	16,900 lbs.
Flounders	511,400 lbs.	Tile	162,000 "
Ground Fish	1,083,000 "	Dabs	1,257,200 "
Haddock	224,000 "	Fluke	3,000 "
Cod	257,400 "	Hake	12,000 "
Mackerel	40,000 "	Bluefish	106,505 No.
Butterfish	3,800 "		

This total of 3,530,700 lbs., and 106,505 bluefish was brought in by 89 vessels making 196 trips. The 17,405 gallons of scallops were landed by 25 boats making 41 trips.



The "Benjamin W. Latham", Capt. John Tarrant, at Fulton Market with a trip of 22,000 lbs. of tilefish. She was out one week.

Middle Atlantic Assn. Reorganized

Reorganization of the Middle Atlantic Fisheries Association to the status and scope it held prior to the changes made necessary by the NRA have been made.

Officers elected at the recent annual meeting are: Harden F. Taylor, President; Royal Toner, Vice-President; J. L. Stewart, Treasurer; J. H. Matthews, Executive Secretary. Directors are: Herman Bennett, Robert Doxsee, Andrew Radel, Paul O. Mercer, F. W. Wilkison, W. A. Winant, W. H. Cornell, H. B. Robbins, L. P. Gerber, Louis Beyer, Harry McDonnell, Walter Lowe, W. A. Anderson, Michael Liebl, J. E. Treagle, and H. E. Hamblen.

The Association is urging the Bureau of Fisheries to establish an office in New York City.

The Skipper of the "Latham"

Capt. John Tarrant, master of the fishing schooner *Benjamin W. Latham*, pictured on this page, came to New York from Nova Scotia about seven years ago. Knowing the fine reputation of Capt. Henry Langworthy, owner and skipper of the *William A. Morse*, Tarrant joined the crew. Capt. Langworthy encouraged him to learn all the details of running a fishing schooner, and today Capt. Tarrant is one of the most efficient masters sailing out of New York.

Progress of Oyster Advertising Campaign Discussed

A MEETING of the members of the advertising committee and directors of the Oyster Institute of North America was held at the Commodore Hotel, New York City, Oct. 22, to discuss the progress of the industry's \$100,000 advertising campaign.

Present were representatives of N. W. Ayer & Son, advertising counsel, and the following oyster dealers: Howard W. Beach, H. Gordon Sweet, R. L. Miles, R. L. Miles, Jr., Andrew Radel, Frank W. Elsworth, I. C. Lewis, H. L. Lewis, Paul O. Mercer, Joseph W. Fowler, Royal Toner, and the Director, Lewis Radcliffe.

During the meeting it was brought out that there are now 214 members, with many more in prospect. Assessments are being paid promptly in most instances.



The "Osric", Capt. H. N. Smith, of No. Wildwood, N. J. Captain Smith uses Eveready batteries, Plymouth rope and Burnham lines.

Long Island Fishermen's Association Reelects Officers and Directors

By C. A. Horton

THE Long Island Fishermen's Protective Association at its recent annual meeting reelected the following officers and directors: Edmund C. Munkelwitz, Sayville, President; Marinus Slager, W. Sayville, Vice-President; Charles Suydam, Jr., Islip, Secretary; Bernard Westerbeke, W. Sayville, Treasurer. Directors are: Robert Doxsee, Freeport; Lyle F. Tuthill, Orient; John Griek, W. Sayville; Peter De Roo, W. Sayville; Frank J. Tuthill, E. Marion; Oliver W. Case, Cutchogue; Perry Duryea, Montauk; Edwin S. Furman, Patchogue, and Forest Smith, Baldwin.

Opposed to Fish Sanctuary

Opposition to the proposed establishment of a fish sanctuary at Rockaway Inlet is expressed in a resolution adopted by the Long Island Fishermen's Protective Association. In declaring itself against the proposed sanctuary which would cover an area of about eight square miles, the Association stated that it is not in favor of any sanctuary whereby any considerable area is set aside for the use of anglers only.

The Association, however, offered a substitute plan under which additional wrecks would be sunk in Long Island waters to encourage the spawning of fish. Under the substitute proposal the wrecks would be placed under the direction of the Lighthouse Department and properly buoyed so as not to be a menace to navigation. The sanctuary plan is one sponsored by the Sheepshead Bay Boatmen's Association.

Big Run of Bluefish

The run of bluefish in Plum Gut has been large during the Fall months and some very good catches have been made by the hook and liners. They have averaged six pounds a piece, and the average price has been 8c per pound.

Scallops Being Shipped South

The scallop houses of Greenport and New Suffolk have reported the catch of scallops scarce since the opening of the season, September 1st. The local price is \$1.25 per quart. The city markets have been paying from \$2.50 to \$2.75 per gallon and some went to \$3.00. Evidently the South is acquiring a taste for scallops also, as they are being shipped to Florida despite the fact that bay scallops are being produced there.

Shellfish Tags Must Be Printed or Stamped

The Long Island Fishermen's Protective Association recently received word that the New York City Department of Health is soon going to require that all Department of Health numbers on shellfish tags be either printed at the time the tag is printed or else the number be stamped on with a rubber stamp.

New Jersey Fishermen Had Good Month With Big Runs of All Varieties

OCTOBER was a good month for 75% of the fishermen in New Jersey from Keyport to Cape May. Belmar,

Sea Bright and vicinity enjoyed a run of big blues (running around fourteen to a box), bass and lobsters were caught in the Long Beach section, the pounds all over made a little money on weakfish and butterfish, Atlantic City draggers had a good spell on Barnegat Ridge while the Sea Isle and Wildwood boats hit the fluke heavy on Fenwick's Island Ridge.

Magnus Thompson, skipper of the *Njord*, powered with a 65 hp six cylinder Lathrop motor hit the fluke heaviest of the O. K. Fisheries boats in Otten's Harbor with 120 boxes for twenty hours' fishing.

In Belmar, the Gant Brothers hit a fine set of 4965 pounds of glutted weaks in one set with their stab gill nets. As far as your correspondent knows this is a record for fishing in ten fathoms of water.

Reports A Good Season

At Beach Haven, Captain Andrew Thompson has taken in all his sea bass pots after enjoying a good season on bass and lobsters. Capt. Thompson's boat is powered by a Scripps and he uses Plymouth Rope.

"Edwin" Has New Seine

Captain John Carlson of the *Edwin* has just hung in a new seine, using Linen Thread netting. Captain John is a member of the Executive Committee of the United Commercial Fishermen's Associations of New Jersey.

Chrysler Installations

Captain Olaf Feldt, of the *Ruthie*, fishing out of Wildwood, has installed a 70 hp Chrysler motor. Although the *Ruthie* is only some 30 ft. in length she has caught as many croakers with this rig as the hundred foot boats catch.

Another Chrysler has been installed in the *Edna*, owned by Captain Carl Widerstrom, while the *Jan*, owned by his dad, Victor, and powered by a three cylinder Palmer is being completely remodeled—new cabin, deck, etc.

"Bonito" Remodeled

Another Chrysler powered dragger, the *Bonito*, owned by Carlson & Carlson of Wildwood, has been remodeled at Olsen's Shipyard at Anglesea and is now ready for the Winter season.

Fish Sanctuary

The Fish Sanctuary, being built off the coast of South Jersey, is forging ahead fast with over \$3200 being pledged the first day of the drive to raise \$50,000 to put this over in a big way. The drag and other net fishermen are giving up four square miles of bottom so that the handliners can have a space to catch a few bass on during the Summer season.

New Method of Finding Wrecks

Captain George Paine of Anglesea has been using a scheme for finding wrecks this season. He used a small pair of trawl doors with a fifty fathoms rope usually nine thread, which he tows along the bottom at a moderate speed. Captain Paine, who incidentally is a pioneer bass fisherman, has been unusually successful this season on bass, blackfish and other wreck-loving fish. His skiff is powered with a 32-40 four cylinder Red Wing motor and he makes fourteen knots.

Boats That Are Kept Busy

Capt. Fred Miller of Anglesea is fishing every day in his boat *Erna*, powered with a Regal motor. Capt. Bert Harris, also of Anglesea, is busy fishing with his boat *Lucille II*, powered with a Palmer engine. The *Lucille II* is equipped with Fyr-Fyter fire extinguishers, Eveready batteries and Columbian propeller.

Takes Over Sales of Oyster Graders

A. Johansen & Co., 20 South 14th St., Newark, N. J., has taken over the sales as well as the production end of the oyster grader developed by the Royal Oyster Co. Several of these graders have been installed in oyster shucking plants.

Virginia Seeking Remedy For Oyster Enemies

By Sandusky Curtis

TROUBLESOME bedfellows of the oyster have set the Bureau of Fisheries on a \$100,000 search for a method which will allow the mollusk to grow in peace to succulence and edibility.

In more than a dozen places along the Atlantic and Gulf coasts experts of the bureau are seeking methods of combatting three principal pests of the uncomplaining oyster.

There is the starfish, which opens the shells; the drill, which bores from without, and a worm, which bores from within.

Six months of work has not yet produced a remedy that is practical. A method of destroying starfish was worked out, but it proved too expensive for general use.

Experts now are studying minutely the life of the starfish in an effort to find a weak spot somewhere along its lifeline at which it can be eradicated easily.

They say that the starfish eats the oyster after an endurance contest. The starfish, clutching the two sides of the oyster shell, wraps itself around the mollusk and tugs away. The oyster brings all its muscle power to bear to hold the shell tightly closed. But the starfish maintains the steady pull until the oyster weakens, after which it eats the oyster.

Starfish invade the beds along the Northern Atlantic. Other pests take its place further down the coast. In Virginia and Maryland there are some starfish, but more drills.

These are one-shelled mollusks which bore holes through the oyster and sap it of vitality. Boring sponges and a form of worm operate along the Florida, Louisiana, Mississippi and Texas coasts.

Oystermen Appeal to President and Get Quick Action

Fruits of a visit of a group of Gloucester, Va., oystermen to the White House and a personal interview with President Roosevelt a few weeks ago is seen in the arrangements rapidly nearing completion for a survey of the York River to determine the effects of pollution on marine life.

On the occasion of this visit to the President and the representations made, Mr. Roosevelt assured the group that action would be taken.

Dr. Nelson A. Wells, of the U. S. Bureau of Fisheries, is in charge of the survey which is being started. The bureau, Dr. Wells says, is undertaking to determine what effects, if any, the pollution of the York by discharge of wastes from the pulp mill at West Point has on marine animals and plant life, with special emphasis on oysters.

New Fish Plants Operating

Operation of a fish processing plant at Morehead City, North Carolina, began early last month under the North Carolina Fisheries, Inc., a cooperative organization sponsored by the State Emergency Relief Administration. Plants at Belhaven and Southport began work a little later, and a plant at Manteo started operations during the week of October 14. A maximum of 141 persons will find employment in the four plants.

Move Made to Centralize Fishing Activities

Centralization of Peninsula fishing activities at Fox Hill near Newport News is seen for the near future as a result of a move to have Wallace Creek dredged for that purpose.

With a deeper channel and larger harbor it would be possible for the fishing fleet of the Peninsula to come in and out and unload all cargoes at the wharves to be erected as part of the progressive seafood program, taking on supplies for the outbound trip.

One of the chief benefits of the project as pointed out at a hearing attended by 60 residents of the Peninsula, would be to provide a protected harbor.

As things stand now the net fishermen have to arrange for transportation of their catch to Buckroe Beach or go by boat



The "Will F. Kellam", Capt. L. S. Taylor, Virginia's new fishery patrol boat. A 120 hp Gray motor gives it a speed of 14 mph.

to the docks at Phoebus. Under the new plan such fish as may be desired can be taken at Phoebus, but unloading would be at the Fox Hill harbor.

Trawler Fleet Arriving

A sure sign of Fall in the Chesapeake Bay area is the arrival of the fishing fleet.

Norfolk, making its annual bid for a large trade from the trawler source, received one of the earliest visitors, the *Teresa and Dan* from Gloucester, coming in October 28.

It is too early yet to see what lies ahead in the trawling industry but persons vitally interested are hoping that the fishing grounds off the Virginia Capes will furnish large catches this year, with sufficient variety to meet the needs of markets elsewhere.

Gulfport Seafood Plant Running at Full Capacity

MEETING the 50 cents per barrel increase in the price of shrimp demanded by the Fishermen's Union, the Gulfport Seafoods, Inc., large modern shrimp packing plant at Gulfport was running at full capacity last month, and on October 22 turned out 48,000 cans of shrimp.

Approximately 300 people are employed in the plant and about 100 boats are discharging cargoes.

Said to be the only plant on the Mississippi Coast not tied up by the fishermen's strike, the Gulfport Seafoods, Inc., was the mecca for hundreds of shrimp boats, unable to dispose of their catches at other coast packing plants.

On October 21 there were approximately 150 boats at the wharf of the Gulfport plant, which is located on the municipal pier. This was about a 100% increase in the average number of boats from which R. W. Beck, owner and operator of the plant has been regularly purchasing shrimp.

In order to take care of the increased supply and provide employment for the large number of workers, Mr. Beck arranged on October 22 to handle about 100 barrels of raw stock or headless shrimp in addition to the regular factory output.

Since purchasing the plant last Summer, the new owner has completely remodeled it and discarded the old machinery, installing the newest and most modern packing plant equipment.

From the entrance where the shrimp are taken from the boats and carried through the rinsing process and their initial inspection, it is interesting to observe the various processes through which the shrimp are carried until they reach the crating stage in the cans. Four distinct inspections are given before the product reaches the final canned stage and automatic machinery assures uniformity in every operation.

A distinctive departure from the ordinary methods of the pickers weighing their shrimp periodically was observed as in the plant at Gulfport this process is reversed and the hulls are weighed. This, it was explained, eliminates any possibility of the meat not being absolutely fresh when it reaches the cans.

Maryland Shell Planting One of First Projects on List for Action

By Edward Bowdoin

FINAL approval by the Works Progress Administration of funds for planting 1,800,000 bushels of oyster shells on the depleted oyster rocks in the Chesapeake Bay, designed to give employment to a considerable number of residents in the Crisfield area, is expected at any time.

The undertaking has been endorsed by Senators Tydings and Radcliffe and Representative Goldsborough and is being advocated by seafood interests of the Eastern Shore of Maryland. The approval has been passed by Francis H. Dryden, Works Progress Administrator of Maryland, and forwarded to Washington for final action.

The proposal calls for an allocation of \$64,378 from Federal funds and an additional \$70,000 to be contributed by the Maryland State Conservation Commission, bringing the total to \$134,378.

Wallace M. Quinn, of Crisfield, who has urged Senator Tydings to have the matter speeded up, called attention to the importance of immediate action and pointed out that arrangements had been made with some of the oyster packers at Crisfield for shells. Owing to limited storage facilities, the undertaking should be started immediately before these surplus oyster shells are taken by lime plants.

Mr. Dryden said plans call for planting the shells in the waters of Anne Arundel, Charles, Calvert, Dorchester, Kent, Queen Anne's, Somerset, Wicomico, and St. Mary's counties.

The planting of shells and seed oysters has been a success, as three years ago the Maryland State Conservation Commission planted shells and seed oysters in Pocomoke Sound, and where only five or ten men made a livelihood, now a hundred watermen are catching from twenty-five to thirty-five bushels of marketable oysters a day, at seventy cents a bushel.

Supply Dealers Report Fine Business

Crisfield ship-chandlers report a fine business right now. Captains are equipping their boats, not only for tonging, but for the coming dredging season, and are buying everything used in that business, such as rope, oilskins, boots, heavy clothing—whatever it takes to snare oysters from the sea bottom. The firms that supply boats each season say that business is better right now than it has been for some years.

So, no matter how business is anywhere else, in Crisfield the oyster business is booming, men and women are smiling, the shell piles are growing larger, and the demand for goods leads the supply. So Crisfield is feeling right now that the biggest oyster season for a long time is here.



The "Norman T.", owned by W. H. Matthews of Blakes, Va., and powered with a Bolinders Diesel. The "Norman T." is 58 x 17 x 5.

Will Open Mud Rock to Dredgers and Tongers

There is good news for the dredgers and tongers of Somerset county in the announcement by Judge Robert F. Duer, chairman of the Conservation Commission, that Mud Rock, in the upper part of Tangier Sound, will be opened November 15th for dredging and tonging.

This rock, which is not far from Deal's Island, was closed last Spring, when 80,000 bushels of seed oysters from the upper part of the Chesapeake Bay were brought down to Tangier Sound and planted there.

In about 18 months, these oysters have made a remarkable growth, and it is estimated that at least 100,000 bushels of fine, fat, oysters can be caught on Mud Rock without seriously injuring the supply there.

At the present time, samples of the oysters from this section of the Sound will shuck about half selects, which means that when the rock is opened in November, if the estimate of 100,000 bushels of oysters caught there holds up, and the oysters have an average selling price of 60 cents a bushel, which they should have, at least \$60,000 will be realized from their sale, and go into the pockets of the oyster catchers of the county.

First Oysters of Season are Shipped

Two carloads of oysters, first to be shipped from the Eastern Shore this season, were shipped by the Salisbury Oyster Packing Company about the second week in October. The oysters were tonged from the Nanticoke and Wicomico Rivers.

Local Waters Furnish Female Crab with Tag

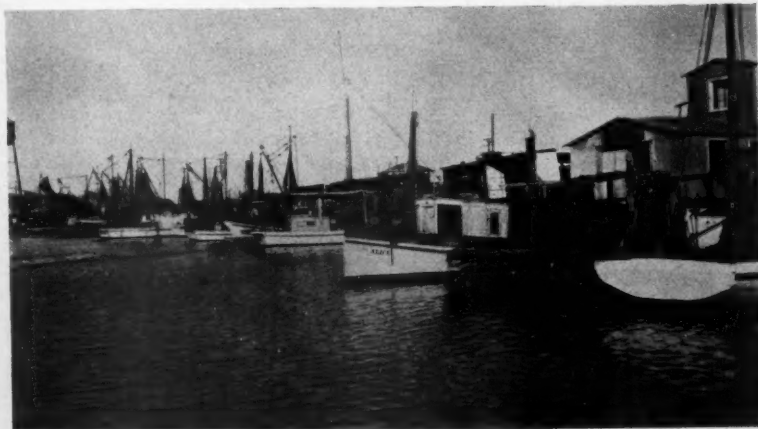
Caught in local waters by Capt. Ewell Parks, a female crab bearing tag No. 1680 came into the packing house of Chas. W. Howeth & Bro. on October 15.

This is one of the crabs the Chesapeake Bay Biological Laboratories tagged as an experiment to determine where the female crabs spend their Winters.

The tag was forwarded to the Biological Laboratories at Solomon's Island. The Laboratory is asking the cooperation of catchers and packers in having these tags returned with the information as to where the crabs were caught, and when they were caught.

Consolidated Fisheries Busy at New Plant

Word comes from Alfred A. MacDonald, of Consolidated Fisheries, Lewes, Del., that the new plant has been running full blast since the first of July. The old plant burned down last Winter and was replaced by one of steel, said to be the finest on the coast. Nine steamers have been bringing in catches for reduction purposes: *Medric*, *Sea Bird*, *Macomber*, *Long Island*, *Pelican*, *Leander Wilcox*, *Roland Wilcox*, *Ranger* and the *E. J. Codd*.



Shrimp boats at Galveston, Texas. Photo courtesy W. A. Ellison, Jr.

Florida Fishermen Look Forward To Most Successful Year

By Al Chiamonte

WITH the advent of the Fall and Winter season commercial fishermen throughout Florida this month were looking forward to what is expected to be one of the most outstanding and successful years the industry has experienced in the past decade.

From throughout the state have come numerous reports of big catches and optimistic remarks regarding the big profits which fishermen hope to reap from unusually large hauls.

By far the most encouraging reports have come from the Panama City area where the Raffield Brothers Fish Co. alone handled 447,000 pounds of fish last month.

Company officials stated that demands throughout the month were far greater than the supply and that for many days it was necessary for company fishermen to remain at work almost all hours.

The predominating kind of fish caught by crews for the company was mullet which was sold at the rate of 4½ cents a pound. In one single day nine carloads of fish were moved from the city.

The fishing industry gives employment and supports approximately 2,000 in the fishing community of Panama City which last year exported 4,000,000 pounds of fish.

During a two-week period last month various commercial fishermen in the St. Andrews Bay area caught more than 500,000 pounds of fish. While most of the catch was mullet a great many tarpons, king fish, mackerel, redfish, trout, amberjack, robalo, grouper, sea bass, and fresh water bass were caught.

Oppose Tax on Gasoline Used on Fishing Vessels

Florida's tax on gasoline used on fishing vessels was vigorously attacked by the Florida Fisheries Association at a meeting at Orlando the latter part of October.

John N. Versaggi, association president, who voiced disapproval of the levy, stated that it is an unfair method of taxation and added that "if the money derived from this source were used for maintaining channels and waterways I would not say anything about it."

Money derived from the sale of gasoline in Florida goes to the State Highway Department for use in constructing and repairing roads. The State has already cancelled the tax on gasoline used by airplanes.

Florida Observes "Oyster Week"

Under a proclamation issued by Governor Dave Sholtz, Florida observed "oyster week" recently. The Governor stated in the proclamation that the Florida oyster industry represents a substantial investment in the state and urged all persons to eat more oysters. Restaurants, cafes, grills, and hotels throughout the state displayed placards suggesting that customers eat Florida oysters.

State to Aid Fishing Communities

George W. Davis, State Conservation Commissioner, made a tour of a number of Florida fishing communities recently to determine what steps the state can take to help the industry more in the future.

Clearwater to Have Fish Processing Plant

Plans are already underway for the early establishment of a large fish processing plant at Clearwater to be financed with Government funds.

Wants Commercial Fishermen to Catch Certain Kinds of Fish

A compromise law which would allow commercial fishermen to concentrate on certain kinds of fish and yet would protect Florida's game fish from seiners has been advocated by Dave Newell, of Leesburg, author and sportsman.



The "Emily G.," one of the fleet owned by the Star Fish & Oyster Co., Mobile, Ala. Its equipment includes a Fairbanks-Morse hoisting engine, Hyde propeller, Wall rope and Woodberry canvas.

Unless some compromise law is passed immediately with commercial fishermen, he told a gathering at Sarasota recently, Florida's supply of game fish will be exhausted.

He suggested that commercial fishermen be allowed to catch mullet, mackerel, king fish, and pompano and also urged that a state drive be instituted to protect tarpon, robalo, red fish, and sail fish from netters.

Shark Fishing

Fishermen in the Indian River and Martin county areas are going for shark fishing in a big way. More than 200 of them are now catching sharks and preparing them for the market. Hides from the sharks are sent to a New Jersey tannery and the fish are ground into meal and sold to fertilizer companies.

Scallops Affected by Hurricanes

Unsettled waters in the Gulf of Mexico because of inclement weather conditions as a result of tropical hurricanes cut tremendously on the scallop catch in the vicinity of Ozona. Fishermen have reported the scallops suffered from the muddy waters and that it is difficult to find many of them now. During the Summer just passed, fishermen reported scallops in the Ozona section were more plentiful than for 15 years.

Drum Fish with Two Mouths Caught

A drum fish with two perfectly formed mouths was caught by commercial fishermen at Mayport recently. The mouths were several inches apart. The fish, which weighed seven and one-half pounds, was taken to Jacksonville by E. S. Darsey.

Oyster Season Looks Good at Apalachicola

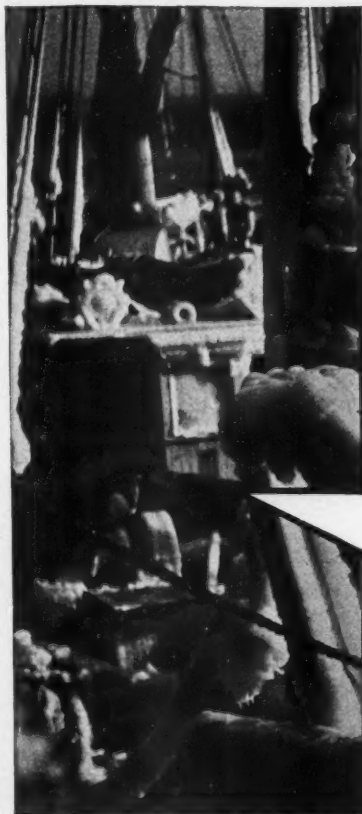
The oyster season which opened in Apalachicola September 1st, has already brought smiles to the dealers despite the warm weather conditions, hindering far away shipments which come in with cold weather. The season in general is looked upon with much optimism.

G. P. Maggioni

G. Philip Maggioni, one of the fishing industry's most outstanding leaders, died at Savannah, Ga., Sept. 26, following a heart attack. Mr. Maggioni was president of L. P. Maggioni & Co., one of the largest shippers of fishery products in the South, and owners and operators of 14 seafood canneries in Georgia, Florida and South Carolina. He was an ardent champion of cooperation, and served as officer of the Southern Fisheries Assn., U. S. Fisheries Assn., and National Fisheries Assn., as well as on innumerable committees. His health had been poor of late, although his recent European trip seemed to be quite beneficial.

L. P. Maggioni & Co. will be conducted by J. S. Cafiero and Joseph O. Maggioni as a partnership between the latter and E. H. Abrahams as executor of the estate of the late G. P. Maggioni.

SURE PROTECTION FOR ANY WEATHER



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Essomarine
REG. U.S. PAT. OFF.
OILS & GREASES

Made Expressly

for Marine Service

BE sure the engine lubricant you buy is weather-proof! When a "screamer" roars down off the Banks and the decks are a glare of ice, lubricants must continue to give full protection. (Essomarine *always* stays fluid and efficient!)

Marine lubrication has to take the stresses and strains of hard going on the chin and *stand up*. (Essomarine never fails!)

Low carbon content is essential. Hard, crusty carbon makes pistons stick—causes burned valves. (But never with Essomarine!)

The ideal lubricant should be just heavy enough to seal power at the pistons—just light enough to flow easily and protect cylinder walls. (Essomarine

answers "aye" to each one of these requirements!)

Flash point has to be high—assuring low consumption. And the lubricant *must* resist sludge formation. (Essomarine checks both ways.)

In fact, Essomarine meets every single requirement of a *marine* lubricant—with a lot of reserve stamina to spare—*more* than you'll ever need.

Use Essomarine on every trip—get the best performance your engine can give!

PENOLA INC., 26 BROADWAY, NEW YORK CITY
Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade.

Essomarine Lubricants are distributed by the following major oil companies: STANDARD OIL COMPANY OF NEW JERSEY—COLONIAL BEACON OIL COMPANY, INC.—STANDARD OIL COMPANY OF PENNSYLVANIA—STANDARD OIL COMPANY OF LOUISIANA—STANDARD OIL COMPANY (Inc. in Kentucky)—STANDARD OIL COMPANY (OHIO)—HUMBLE OIL & REFINING COMPANY—(In Canada) IMPERIAL OIL, Limited.

64,662,070

MESSAGES
ABOUT



FRESH OYSTERS

That's the number, based on the circulation of an insertion in the magazines selected for our national advertising campaign. These widely read publications will carry 63,635,472 messages:

GOOD HOUSEKEEPING: LADIES' HOME JOURNAL
McCALL'S: REDBOOK
WOMAN'S HOME COMPANION
COSMOPOLITAN: THIS WEEK
AMERICAN WEEKLY

In addition, we are going to talk—352,100 times—about fresh Oysters and the profit in them to readers of these magazines:

CHAIN STORE AGE
PROGRESSIVE GROCER

To hotel and restaurant operators we are giving valuable practical assistance, sales helps and suggestions on how to feature fresh Oysters on menus and in oyster bars. 139,700 messages will appear in the magazines on this schedule:

HOTEL MONTHLY: HOTEL MANAGEMENT
AMERICAN RESTAURANT
RESTAURANT MANAGEMENT

And furthermore, we are going to remind members of the medical profession, nutritional authorities and domestic-science experts to consider fresh Oysters as an important item in the diet. This appeal will appear 534,798 times in:

JOURNAL OF THE AMERICAN MEDICAL ASSOCIATION
JOURNAL OF HOME ECONOMICS
JOURNAL OF AMERICAN DIETETIC ASSOCIATION

Consider the scope of this great advertising drive! Make it work for YOU. Tie in and cash in. To help YOU sell more fresh Oysters the Oyster Institute has prepared store window streamers . . . back-bar strips . . . new releases . . . sales promotion ideas . . . menu riders . . . recipe booklets . . . health leaflets . . . a wonderful new book, "Oyster Profits" . . . a complete mat service for local advertising. Be sure to write in for samples of this display material and literature: Oyster Institute of North America, 5600-32nd Street, N.W., Washington, D. C.



Oysters delivered to
consumer in original
sealed containers.



The "Junior", Capt. Morris Wick, owned by the Schacht Fish Co., Sandusky, O., and powered with an 85 hp Atlas Imperial Diesel.

Wisconsin Fishermen Want Rivers Dredged to Aid Fishing Operations

A PUBLIC hearing by the War Department to consider the request of fishermen in and about Big Suamico and Little Suamico for dredging rivers flowing from those towns into Green Bay, was held October 15 in the former town with Lieut. Col. H. M. Trippe, Milwaukee, district engineer, attending.

About 35 commercial fishermen declared they desired Federal aid in deepening the channels of the two streams so that fish boats can be operated without being hindered by low water. It was declared that both rivers continually fill with sand which makes it practically impossible to get in or out at times. About 2,500,000 pounds of fish annually are handled here, it was said. Similar hearings were held during the week at Pensaukee and Washington Island and Col. Trippe will make his recommendations to the division engineer at Cleveland.

"Two Brothers" Damaged by Fire

The fishing tug *Two Brothers*, idle for the past two years, suffered fire damage of \$2,100 on Oct. 11, while moored in a slip off the Kinnickinnic River in Milwaukee. The *Two Brothers* is owned by John Hansen of Milwaukee.

New Law Regarding Transporting Fish

Under provisions of a new statute approved Sept. 27 by Gov. Phillip F. LaFollette, it is unlawful for firms to transport any lake trout or whitefish within Wisconsin of a length less than 15 inches.

New Fish Market Opened

Harold Keller, former employee of Smith Bros., Port Washington, has opened a fish market in West Bend.

Deep Trap Nets Banned by Indiana

Indiana has banned deep trap nets in the section of Lake Michigan which comes under the jurisdiction of that State, thus lining up with Wisconsin and Michigan. Regulations forbid the use of this gear from Oct. 15, 1935 to June 30, 1936, except when specially licensed and set in water not more than 50 feet deep and used for taking fish other than trout and whitefish.

Whitefish Show Up Early

Whitefish commenced showing up in quantity in the Lake Erie trap-netters' trapnets, Oct. 15, a full two weeks ahead of schedule. The fishermen regarded this as a "break" as it was during mid-October that the demand was the keenest and the prices the best.

Lifts of from 30 to 35 pounds per net were reported almost daily up to the first of November. First runs are usually much lighter.

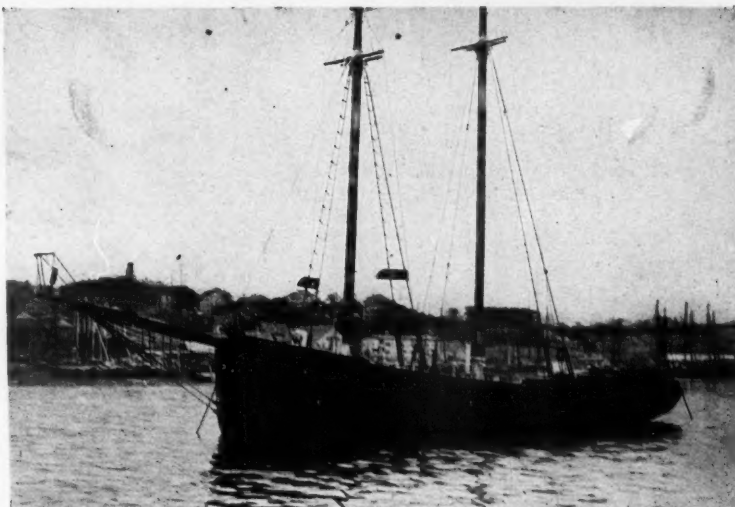
Catch in the main during October consisted of sauger, with a few pickerel and a sprinkling of perch.

WOLVERINE

Over 12 years ago—in February, 1923, a 70 H. P. Wolverine Diesel was installed in the "Restless", owned and captained by James A. Nickerson of Gloucester. During these 12 years, the "Restless" has been engaged in the hardest kind of fishing, but its Wolverine Diesel is still giving economical, efficient service.

**Why Repower Every
Few Years? Install a
Wolverine Diesel!**

Write us for
Catalog No. 135 and Proposal



Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

Fish Conveying Equipment

BELLAMY, Robie & Sargent, Inc., merchants, engineers and erectors of industrial equipment, with offices at 45 Main St., Cambridge, Mass., take justifiable pride in their many installations of filleting conveyors and other handling requirements of the fisheries.

The Company has served such firms as the Booth Fisheries Corp., American Fish Co., Henry & Close, Massachusetts Fish, Ice & Cold Storage Co., W. A. Ray, Collins & Lee, O'Donnell Fisheries, A. & P. Tea Co., and H. I. Phillips.

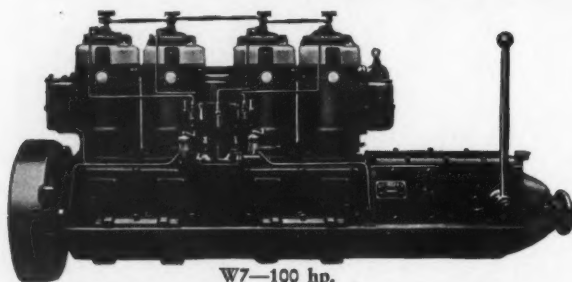
This extensive background, the company believes, has taught it how fish can be handled most economically.

Atlantic Works Kept Busy

PLENTY of activity has been manifest at the Atlantic Works of the Bethlehem Shipbuilding Corporation during the past several weeks. All of the trawlers owned and operated by the Portland Trawling Company have been overhauled with the exception of two which are ready to enter the yard now. The *Gosoon* just left after a thorough reconditioning job, while the *Maris Stella* was gone over from stem to stern. In addition to changing the engine, shafting and propeller on the latter vessel, the accommodations for the engineers were renovated. The work was done under the supervision of Tom Norris, owner's agent, and Chief Engineer LeBlanc.



The entire Industrial Sales group of the Colonial Beacon Oil Company in New England about to shove off from T Wharf, Boston, for a day's fishing.

BOLINDERS DIESEL ENGINES

W7—100 hp.

IMPORTANT FACTS YOU SHOULD KNOW ABOUT DIESELS ---

1. Diesel Engines give the most miles per dollar. A fifty horsepower Bolinders will drive heavy boats all day long on but little more than a dollar's worth of fuel. Their rugged construction makes them last 10, 15, 20 years and more. Practically no repowering ever needed.
2. Diesel Engines give good speeds. A fifty horsepower Bolinders will drive heavy 42'-48' fishing boats 8 to 10 miles per hour, day after day, hour after hour. Over 1,000,000 hp. in daily service.
3. Bolinders Diesels are easy to start. There is absolutely no reason why a well kept Bolinders won't start. Even if coated with ice it starts in a few seconds. And the starting air needed is only about 120 pounds.
4. Bolinders have clean exhausts. The remarkable economy of Bolinders Diesels is due to complete combustion of fuel. You can keep them running without a sign of smoke—no trouble to do it either.
5. Roller bearing crankshafts overcome stiff bearing problems. No lost power trying to "break-in" bearings. Bolinders SKF Roller Bearings give you ALL the power your engine is designed for.
6. Bolinders Diesels are compact. As well as being extremely rugged, Bolinders Diesels fit into small space. Require less room than heavy duty gasoline engines.
7. Safety with Diesel Engines is assured. Fire, the bugbear of boats, simply doesn't happen with Diesel fuel. Nor will the fuel explode when it leaks or spills into the bilge.
8. There are hundreds of other reasons why you should choose a Bolinders Diesel in preference to all others. There's a size for every hull and purpose, 6 hp. and up, for main propulsion or auxiliary equipment. Write today for complete information. Please mention the service for which you need your engine.

**BOLINDERS COMPANY, INC.**

Office and Showroom: 33 RECTOR STREET, NEW YORK, N. Y.

Charlotte County Fishing Villages All Report Prosperous Seasons

By C. A. Dixon

SO far this season there is no talk of hard times in the populous fishing villages of Charlotte County, especially at Deer Island where many sardine weir fishermen are continuing to make lots of money. Both 1934 and 1935 will go down in history as being great years for Deer Island weirmen. Starting in early Spring the fish, of excellent size, continued to run all Summer and late in the Fall, although they have been scarcer during October and larger in size.

It looks now as if the sardine packing industry has really got going again for keeps. The large packing concern of Connors Bros., Ltd., of Black's Harbor, N. B., has enjoyed a most prosperous season, and is still going strong. Fishermen have sold immense quantities of herring to this firm all season and are continuing to do so this fall. It is probable that the big plant will be operated until extreme Winter weather conditions set in, provided fish are available.

Boat Builders Rushed with Orders

Many new boats are being built by Charlotte County builders this year, and some of them have received so many advance orders that applications have been turned down. Only recently a Seal Cove man was at Deer Island to order a boat from G. E. Richardson & Son, and he could not get the firm to take his order, it is understood. It is said that the above named concern has five large boats to construct this Winter, and orders taken will necessitate the working of the boat-builder's crew to capacity until next Summer. Other builders are having all they can do at present, also.

Harvey Newman of Wilson's Beach is having a new boat built by Lindon Tewksbury of Leonardville. The boat will be powered with a Palmer engine.

United Maritime Fishermen Hold Convention

New Brunswick fishermen with their Nova Scotia "brethren in oilskins" attended the sixth annual convention of the United Maritime Fishermen held in Sydney last month. One hundred fishermen attended.

A resolution favoring control of fisheries by Provincial Government instead of the Federal Government was adopted. Other resolutions urged Provincial Governments to give fishermen "taxless" gasoline, the Federal Government to consult the U. M. F. regarding fish publicity funds, the proposed appointing of two bona fide fishermen as representatives in Boston during lobster fishing seasons, the complete abolition of the beam trawler, and legislation regarding a minimum fixed price of two cents a pound for cod and haddock.

Fine Fares of Pollock

Quoddy pollock fishermen continue to get fine fares of fish as October came to a close and landings for the month exceeded any made in recent years. The weather has been so fine this Fall that it has been largely responsible for an excellent quality of cured slack salted pollock.

New Minister of Fisheries Elected

Canada has a new minister of Fisheries in the person of Hon. J. E. Michaud of Edmundston, New Brunswick. He was recently taken into the new cabinet of Premier the Right-Honorable W. L. MacKenzie King who with his colleagues was swept into power during the Canadian general election of October 14th with the largest parliamentary majority ever given an administration since the confederation of the provinces of Canada in 1867.

Although the Hon. Mr. Michaud comes from a section of the province where agriculture and lumbering form the chief industries, and doubtless he himself knows but very little about the problems incident to the fisheries or the practical side of fishing, yet he is a man of considerable legislative experience and one exceptionally keen-minded as a politician.

Read what Mr. Cooper says about WHITLOCK WATERFLEX CORDAGE

June 27, 1933

The expeditionary schooner "White Cloud" has recently returned from South America and the West Indies, having cruised over 7,000 miles since last October.

I want you to know how pleased we were with your ropes which we used for all our running rigging. Although we faced unusual conditions constantly, and met with squalls and gales frequently, the Whitlock ropes never failed us once. We never parted a sheet or a halyard and most of the running rigging has not been renewed although in use almost one year.



SCHOONER "WHITE CLOUD," OWNED BY
G. PROCTOR COOPER III, OF EAST LEE, MASS.

July 8, 1935

This is to recall to your mind the order for various ropes which you supplied to me when I fitted out the schooner "White Cloud" for botanical explorations in the spring of 1932.

We are still using most of the original ropes you furnished. My captain claimed that two seasons on the Sound was the average life for yacht rigging. Here we have cruised 25,000 miles more or less and have NEVER taken off the ropes or had the boat out of commission,—and no rope has parted on us yet!

These unsolicited letters speak for themselves regarding the quality and workmanship of Waterflex -- THE UTMOST IN ROPE VALUE.

WHITLOCK CORDAGE COMPANY

46 South St., New York

226 State St., Boston

Lunenburg Activities

By H. R. Arenburg

THE scalloper *Violetta G.*, Captain Almon Parks, of East LaHave, has sailed for Digby to join the scallop fleet for the season. She was accompanied by the *M. C. Colp*, owned by Captain Maynard Colp of Bayport and commanded by Captain Frank Backman, of Riverport. This is the third season for these two vessels in the scallop industry.

Summer Catch Being Dried

Some of the Summer catch of the Lunenburg fishing fleet has been dried and delivered to the fish merchants. The balance is in course of drying. The stocks available are more than sufficient at the present time to cover any prospective business.

Fishermen's Memorial Service Held

The Annual Fishermen's Memorial Service was held at Lunenburg on Sunday, October 6. This service is dedicated to the memory of those of our sailormen who went down to the sea never to return. Hundreds of people from the surrounding countryside thronged the town and joined in the service which was held from the bandstand. Only two of Lunenburg's sons failed to make the return trip, and but one of these was from the fishing fleet.

"Bluenose" on Way Home

The schooner *Bluenose* has left Plymouth for home. Captain Angus Walters plans on sailing a more southerly route and expects to reach Lunenburg in about thirty days.

Arrives with Good Fare

The schooner *Irene Corkum* arrived at Lunenburg with 1600 quintals of fish from Labrador via Grand Bank, Newfoundland.

"Gertrude De Costa" Repaired

The American schooner *Gertrude De Costa* arrived in port leaking badly. She was immediately put on the marine railway for repairs.

Railway Express Agency Aiding Oyster Industry's Campaign

USING all the weight and power of its nation-wide organization, the Railway Express Agency is cooperating in a striking manner with the oyster industry in its campaign to increase sales. Attention has been called to the campaign in several of the Company's Sales Promotion Bulletins; express agents are urged to get behind the drive and lend their aid in every way possible; back-bar strips have been printed for distribution to restaurants, food stores, etc., with the wording "Sea-Fresh Oysters Received Regularly via Railway Express;" leaflets extolling oysters are being distributed, and even J. H. Butler, General Manager of the Agency's Department of Public Relations, has interested himself personally in the drive.

The leaflet, of four pages, printed in two colors, carries on the front cover the title, "Oysters—Now, Fresh from the Sea Right to the Table!" In one corner is pictured part of an oyster dredge; in another, a plate of fried oysters. The text on the two inner pages starts off with "Along the Atlantic seaboard from Maine to the Carolinas grows the finest of nature's seafoods—the OYSTER. Not so many years past, shipping of oysters, clams and scallops to inland points was all but impossible. Today modern methods of harvesting and shucking, government-supervised sanitary packing, and most important, rapid and careful transportation by Railway Express makes these delicious foods available at markets. . . Obtainable in quantities to meet your requirements—here is a commodity that can be stocked profitably at any time in season."

There is, of course, much more text than what has just been quoted, and on the fourth page are examples of express charges on oysters. The leaflet is being distributed by the thousands to retail stores, hotels, restaurants, etc., and its effect, most assuredly, will be felt.

As Mr. Butler states, "We are making every effort to assist the oyster industry in promoting and expanding this market."



BY
All important coastal cities have both Palmer and Ford representation. Parts and service for this engine are therefore always available at reasonable prices. You know the Ford reputation on the road. Add to it Palmer's reputation on the sea. This is a combination hard to beat. Price F.O.B. Cos Cob, \$445.00.

Send for descriptive literature

PALMER BROS. ENGINES, Inc.

14 Water Street, Cos Cob, Conn.
Other Palmer Engines 2 to 150 H.P.

Guaranteed Against Breakage



Hyde Struts are made of the same Hyde Bronze as is used in Hyde Propellers. It is sufficiently ductile so that it does not shatter under impact and can be *straightened cold*. White Brass is used for lining in place of common babbitt, therefore the bearings and shafts live longer. Yes, Hyde Struts are worth more . . . but they cost no more than other good struts.

HYDE WINDLASS CO., BATH, MAINE
Member Marine Propeller Manufacturers' Ass'n.



Send for this free booklet "Propeller Efficiency". It tells you about Hyde Propellers, Stuffing Boxes, Struts and other Hyde Products that always get home safely.

DEALERS EVERYWHERE CARRY AMPLE STOCKS



Gould Armored "Glassklad" Kathanode Battery, of the type used in trucks. Batteries for other applications are assembled in similar trays with fittings to meet installation needs.

New Motive Power Storage Battery Introduced by Gould

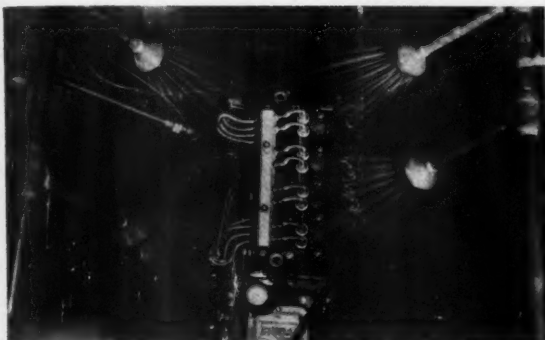
WITH the introduction of the Kathanode Glassklad Type KMD Motive Power Cells, the Gould Storage Battery Corporation is offering an outstanding improvement in a product which has already set up an enviable service record during the past five or more years.

All of the experience of more than ten years of research and service operation has been capitalized in the Type KMD Glassklad line. The positive base castings have been made appreciably thicker and heavier, the volume of the active material has been proportionately increased and processing methods have been improved. Exceptional response to high current demands for starting and for excess loading is secured from the special black oxide active material which also has the characteristics of greater sustained capacity.

Each positive Glassklad unit makes use of scientifically proportioned laminated mats of finely spun glass to retain the active material in the base structure. These mats are highly porous, strong and flexible. They become so intimately associated with the faces of the active material that there is absolutely no chance for shedding except for the small amount of spent peroxide which gradually works its way longitudinally downward, to the sediment chamber. A feature of great importance in the operation of the battery is the extremely porous structure of the mats making possible large volumes of electrolyte immediately adjacent to the active material where it is available to produce the outstanding performance characteristics of the Type KMD Cells. Because of the effectiveness of this seal, or "Powerlock", the sediment space in the newer design has been decreased in height to but $1\frac{1}{4}$ ".

One of the most remarkable improvements which is standard for the entire type KMD line is the development of the "Durapor" separators, which are a combination of silica gel and finely divided particles of rubber. In the manufacture of the "Durapor" separators, the materials are heat treated under pressure to form grooved sheets which have most astounding properties. They are not actually porous insofar as the inclusion of microscopic openings are concerned. Instead, they are solid sheets, thus preventing any possibility of bridging from positive to negative. Furthermore, since no pores are involved, there is nothing to clog up eventually in the operation of the battery. In "Durapor" separators the minute particles of silica gel function as a means of electrolyte transfer. These particles of silica are capable of absorbing many times their weight of acid hence the electro-chemical action of the battery with the new "Durapor" separators occurs as a result of a theory entirely new to storage battery practice.

These and a score of other improvements make possible an unqualified guarantee on a direct pro rata basis up to 10 years depending upon the duty cycle of the particular application, the manufacturer states.



Absolutely waterproof! This unusual test in which a Buda engine is being subjected to sprays of water under pressure proved that the Company's engineers have been successful in designing an engine that will operate under the worst possible conditions.

Severe Tests Prove Engine's Ability to Meet Extreme Conditions

THERE has been a demand for an absolutely water-proof gasoline engine that could serve under the most severe conditions in an open boat and withstand not only the effect of spray, but continue to run in spite of the deluging often caused by heavy seas.

The Buda Company of Harvey, Illinois, was recently called upon to solve such a problem. It was a serious undertaking and had to be 100% perfect for the purpose the engines were to serve.

Many other things had to be taken into consideration other than the complete water-proofing of the ignition and carburetion system. Provision had to be made and designs had to be thoroughly established which would prevent the water from getting inside the engine itself. Should this occur it would establish bad conditions and be disastrous for the engine.

In collaboration with the Stromberg Carburetor Co., and the Scintilla Magneto Co., work was undertaken to perfect such an engine.

To prove the success of the results of engineering and designing, an extremely severe test was arranged. This test was far more rigorous than might be expected from the worst conditions in normal service.

The engine chosen was a Buda Model HM 205. This engine has four cylinders with a bore of $3\frac{1}{8}$ " with a stroke of $4\frac{1}{2}$ ", a 3" crankshaft and five main bearings. Equipment consisted of battery and magneto ignition and the arrangement provided for hand starting as well as electric starting.

The generator equipment was designed for lighting as well as for starting and ignition. A remote control for starting was also provided.

The Water Test

For the test, the engine was mounted so that 8 sprays of water played continuously on the vital mechanism during operation.

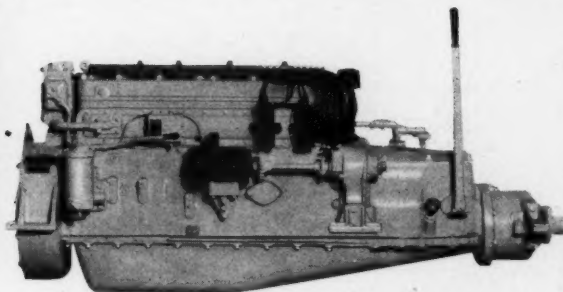
The arrangement was such that four sprays played from above and four below. Water was thrown directly on the carburetor, generator, magneto distributor, and coil and spark plugs.

Water was applied under pressure providing an additional hardship as compared with water coming in from the sea where there is little pressure.

The conditions of the test called for continuous operation at maximum power for six hours under the shower, then shutting down for one hour, still under the shower, then instantaneous starting and coming to full power without back fire or fluttering to run for 30 minutes again at full load.

The accompanying illustration shows the engine running with water being sprayed on it, giving a good idea of the protection necessary to withstand this severe test. When it is borne in mind that the water was under pressure, the performance of the Buda engine is all the more remarkable.

A 3in. Crankshaft!



BUDA offers you a complete line of gasoline engine horsepowers from 22 to 125 with 3 INCH crankshaft throughout. Buda gives you a tough backbone.

And when you consider weight and equipment Buda engines cost less per cubic inch of displacement than any other engine on the market.

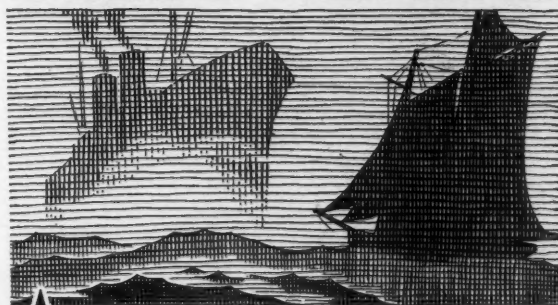
THE BUDA COMPANY

Marine Engine Division H
HARVEY, (Chicago Suburb) ILLINOIS

BUDA MARINE ENGINES

Built for the Fisherman

SHIPMATE

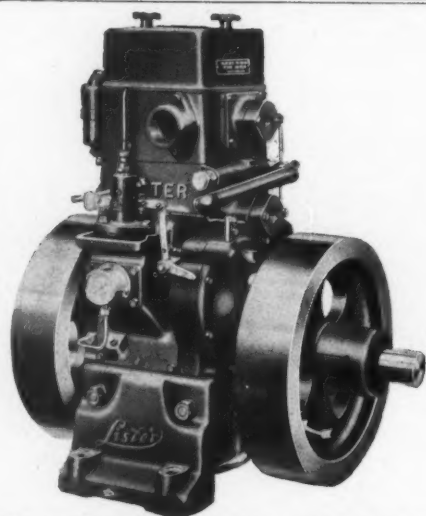


Are You in a Fog concerning the Merits of Sea-Going Ranges?

If you are, compare a SHIPMATE with any other marine range, and see clearly why it is recognized by fishermen everywhere as the standard galley range.

THE STAMFORD FOUNDRY CO.
STAMFORD, CONN.

RANGES



LISTER DIESEL ENGINES dual compression

Adequate service and skilled labor, and complete stock of parts always on hand.
Ask for complete specifications and demonstration.

**Authorized Bosch and American Bosch
Diesel Sales and Service**

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263 Northern Ave. At the Boston Fish Pier Boston, Mass.
Telephone HUBbard 2519



You Call • We Deliver

It doesn't matter what you wish to ship or order, Railway Express will rush it at passenger train speed. Prompt pick-up and delivery service in all important cities and towns. Low rates. For service or information telephone the nearest Railway Express office.

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St. Louis, KWK • New Orleans, WDSU • Dallas, WFAA • Atlanta,
WGST • San Francisco, KYA • Los Angeles, KNX • Seattle, KOMO
Minneapolis-St. Paul, KSTP • Baltimore, WBAL • Omaha, KOIL

Watch for local announcements

RAILWAY EXPRESS

AGENCY INC.

NATION-WIDE RAIL-AIR SERVICE



The "Fannie Belle," owned by the Portland Fish Co., Portland, Me., whose new high speed Superior Diesel, fitted with reduction gear, is described in the accompanying article.

New Type Superior Marine Diesel Installed in "Fannie Belle"

AFTER being thoroughly reconditioned, the Portland Fish Company's auxiliary schooner *Fannie Belle* has been equipped with a new type high speed Superior marine Diesel engine by Sargent, Lord & Co., marine supply merchants of Portland, Me., and is again ready for trawl fishing.

The Model M A-4, 4-cylinder Superior Diesel is fitted with a heavy duty Morse 3:1 reduction gear mounted on angle irons with the engine, and turns a 34" x 26" Peterson propeller at 467 rpm with an engine speed of 1400 rpm to develop approximately 45 hp.

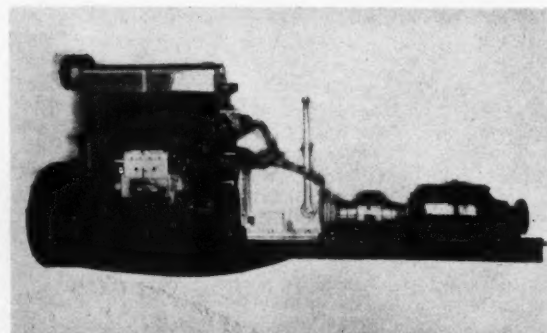
The Superior Diesel is of the solid injection type with Bosch injection system, and is equipped with an electric starter operated by 2½ heavy duty 12-volt Willard storage batteries. The *Fannie Belle* has five of these 12-volt batteries, the remaining 30 volts operating the lighting system.

Capt. Royston Leeman of Bailey Island commands the vessel, which is 57.4 x 17.5 x 7.0.

Fuel Consumption

The *Fannie Belle* arrived at Portland Oct. 30 from a trip lasting 173 hours, during which she used 368 gallons of fuel oil, or an average of 2.13 gallons per hour. In this 173 hours of running she consumed but one quart of lubricating oil. As fuel oil currently costs 6½ cents per gallon at Portland, the cost of operation for the trip was approximately 13 cents per operating hour.

The Superior Diesel engine is manufactured at Holmesburg, Philadelphia, Pa., by the Otto Engine Works, division of the National Superior Co., Springfield, Ohio.



The new type high speed Superior marine Diesel, fitted with a 3:1 heavy duty Morse reduction gear mounted on angle irons with the engine. At a propeller speed of 467 rpm, the engine develops 45 hp.



Chester T. Marshall



Lawrence C. McEwen

Chester T. Marshall Joins Cooper-Bessemer Sales Department

CHESTER T. Marshall, who has become well known to the Atlantic Coast fishing fleet during his many years of sales and service activities in connection with Diesel engines, has joined the sales department of The Cooper-Bessemer Corporation, and will work out of the Gloucester, Mass., office.

Mr. Marshall's special value to Cooper-Bessemer in this capacity comes from his long list of very close friends among fishing boat owners and operators, and his 28 years of experience in the engine business.

He will work in close co-operation with the man in charge of the New England district marine sales for the engine company, Lawrence C. McEwen, who has represented Cooper-Bessemer in this territory for 12 years. Mr. McEwen, too, has spent practically all of his life in the engine business, having been associated with two other companies previously—Standard Gas Engine Company, and later the Pacific Marine Supply Company of Seattle, Wash.

Chrysler "Royal Eight" Described

A LEAFLET describing the Chrysler "Royal Eight," an 8-cylinder $3\frac{1}{4}'' \times 4\frac{7}{8}''$ motor, has just been issued by the Chrysler Corporation, Amplex Division, Detroit, Mich. The leaflet gives the complete story, including installation specifications, and may be had without charge from the manufacturer. The Royal Eight line consists of two types: "C" rates 67 to 115 bhp at 1600-3200 rpm; "CR" with 2.03:1 reduction gear gives 67 to 110 bhp at 800-1400 rpm on propeller, and with 2.51:1 reduction gear gives 74 to 109 bhp at 700-1100 rpm on propeller.

Netting Company Changes Name

AS a part of a plan to readjust and simplify the business of the Ludlow Manufacturing Associates and their subsidiary corporations, the selling of their netting products, heretofore carried on by the National Net & Twine Division of the Ludlow Sales Corporation, will hereafter be conducted by a different corporation now named the National Net & Twine Division of Ludlow Manufacturing & Sales Co., also a subsidiary of the Ludlow Manufacturing Associates.

Two New Worthington Bulletins

TWO new bulletins issued by the Worthington Pump & Machinery Corp., Harrison, N. J., deal with units of special interest to vessel operators. One describes the Types VS and VA-2 air compressors for oil and gas engine starting; the other with Types GS, GR and GE double helical rotary pumps for handling any type of liquid. Both bulletins are well illustrated, with ample descriptive material dealing with sizes, capacities, construction, etc.



NATIONAL NET & TWINE

Div. of Ludlow Mfg. & Sales Co.

211 CONGRESS ST.
BOSTON, MASS.

**LINEN and COTTON GILL NETTING
SEINE, POUND and TRAP NETTING**

**We Strive to Make Tanglefin Netting the Best.
The Quality Goes In Before the Name Goes On.**

For Zero Weather *dependability* Use USL Batteries

A Typical USL
4 Cell Heavy
Duty Marine
Battery.



● The greater chemical activity of USL Activite plates enables USL batteries to deliver a surplus of power at all times—even in the coldest weather. USL gives all-weather dependability.

USL BATTERY CORPORATION

Niagara Falls, N. Y.



WRITE FOR NEW BULLETIN



HAULING CLUTCH

For Trawling Gear on the Small Boat.

Small, Light, Compact! 3 sizes—

No. 1 up to 2,000 lbs., No. 2 up to 4,000 lbs., No. 3 up to 10,000 lbs. lift. Can be stopped or started under load.

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Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

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PLYMOUTH

SHIP BRAND MANILA

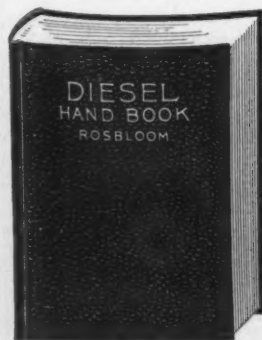
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Greater strength, easier handling, longer safe working life.

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"DIESEL HAND BOOK"

(Rosbloom)

THE WORLD'S STANDARD BOOK ON DIESEL ENGINE OPERATION

Profusely illustrated, tables, hundreds of formulae, text in the form of questions and answers. 1935 enlarged edition. 544 pages, latest tables and formulae.

Beautifully bound in semi-flexible and heavy binding.

This book is officially endorsed by the United Licensed Officers, U.S.A. It carries the highest recommendations. Strictly practical.

PRICE \$5.00, Cash with order
ATLANTIC FISHERMAN
Goffstown, N. H.

An Exide engineer making cold weather and starting tests at 20° F. below zero.

Exide Studies Low Temperatures

THE Electric Storage Battery Company has completed the installation of a modern cold room, containing the latest features of temperature control for testing engines at temperatures as low as 20° below zero. This modern cold room equipment enables the Exide engineering staff to determine the starting problem of Diesel engines at various temperatures and under varying conditions.

The test results on engines placed at the disposal of The Electric Storage Battery Company, combined with a survey in the field of Exide equipment used as standard in a great many types of Diesel installations, provides the Exide engineers with the necessary details for a complete analysis of each particular problem.

Codrington on Show Committee

THE 1936 National Motor Boat Show will be held at Grand Central Palace in New York, January 17 to 25, Charles A. Crique, president of the Sterling Engine Company, of Buffalo, and chairman of the exposition committee of the National Association of Engine and Boat Manufacturers, has announced. The date corresponds with that on which the show has been held for the past several years.

The appointment of George W. Codrington, head of the Winton Engine Corporation, of Cleveland, to the show committee, also was announced. Henry R. Sutphen, of the Elco Works, president of the National Association; Everett E. Palmer, of Palmer Bros., Inc., and Kenneth M. Smith, of the Dodge Boat and Plane Corporation are other members of the committee. Ira Hand, secretary of the manufacturers' organization, is the show manager.

Hand, who has directed the last 25 national boat exhibitions, stated that the success of the 1936 show already is assured.

"The early demand for space is the heaviest since 1931," he said, "and boat, engine and accessory exhibitors alike are requesting increased footage over last year."

Radio for Lifeboats Perfected

A COMPACT, water-proof radio transmitter and receiver for use on lifeboats has been developed by the Mackay Radio and Telegraph Co., and subjected to interesting tests from which it emerged with a fine performance both as to consistency and power. The equipment has already been installed in the lifeboats of several merchant vessels including the S.S. *Manhattan* and S.S. *Washington*, and has been supplied to the U. S. Government services.

A Guide Book of Canned Foods

A CANNED foods "guide book" has been published by the American Can Company for distribution to the grocery trade. The book, handsomely executed and printed, is designed to help the grocer make more sales of canned foods. Canned salmon is mentioned prominently.

New Texaco Tanker Ready for Service

A CRAFT resembling at a distance a small size government destroyer is the latest addition to the fleet of Texaco tankers, owned and operated by A. C. McLoon & Co., of Rockland, Maine.

The latest addition is the *Narmada*, nearly 100 feet long and 80 gross tons. During the past Spring and Summer she has been under reconstruction at Oliver Perry's shipyard.

She has two cargo tanks with a total capacity of 24,000 gallons, the forward one of 11,000 gallons and the after with two compartments of 8500 and 4500 so that the cargo can be split for different kinds of petroleum products.

For discharging cargo she is equipped with two twin unit motor driven Viking pumps having a total pumping capacity of 360 gallons per minute, each operated by a 5 hp electric motor.

The current for these motors is furnished by a 10 kw Universal Electric plant powered by a 45 hp gasoline motor.

The *Narmada* is propelled by a 120 hp Fairbanks-Morse Diesel engine, with a maximum speed of 12 knots an hour. She is commanded by Capt. Ivan Cunningham who has been in the employ of A. C. McLoon & Co., either as lobster smack or tank boat captain for the past 20 years. Fred Tolman is the engineer.

The living quarters are all above deck and have all modern conveniences. The galley is equipped with a Shipmate stove.

A. C. McLoon & Co. have been agents for The Texas Company for over 25 years and have in addition to their tank truck territory, the islands and coast towns from Boothbay to Eastport.

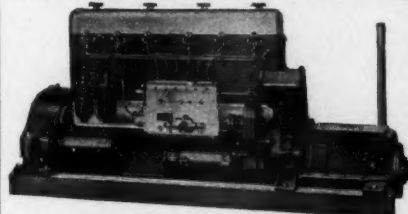
They built their first tanker, the *Texoil*, about 10 years ago and a few years later were obliged to construct the *Texoil 2* to take care of new business. Now business has increased again and the discontinuance of tank car switching service over the Point section of the Lime Rock Railroad necessitates all products being brought from the Portland terminal by water. To take care of this extra transportation the McLoon Company were obliged to build the *Narmada* which bids fair to be highly efficient and profitable.

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RED WING Waukesha-Comet FULL DIESEL

MARINE ENGINES



6 cylinder & cycle with normal speeds to 1500

75-100 H. P.

4 3/4" x 5 1/2"

100-125 H. P.

4 3/4" x 5 1/2"

Illustrating 75-100 H. P. Red Wing Full Diesel Also 6 sizes Hesselman "Fuel-Oil" engines 30 to 200 h. p.; 120-140 H. P. and 18 gasoline models 4 to 125 h. p. Furnished with or without reduction gearing. Write for complete literature, mentioning size of boat please.

RED WING MOTOR CO. - - - RED WING, MINN.

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SINCE 1861
MADE BY
PETTIT
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It helps your boats to stand out!

WITH Radio Telephone aboard, your boats enjoy a big advantage over those not so equipped. Western Electric apparatus leads to bigger catches, better prices, more profitable operation.

Compact, sturdy and easy to operate,

Western Electric's sea-going telephone needs no extra personnel. For details, write to Western Electric Company, 195 Broadway, New York, N. Y.

Western Electric



MARINE RADIO TELEPHONE EQUIPMENT AND RADIO COMPASS

Fish, Boats, Engines, Gear and Supplies

FALL BARGAINS

89' x 22' x 11' Aux. fishing schooner, built 1915, C.O. powered, \$1350. 35' x 9' x 5' Lobster boat, Kermath powered, full equipment, fine condition, \$560. 35' x 9' x 3' Tug boat, 50 hp, fine condition, \$950—and many others. Friendship sloops, all sizes, \$300 and up. Rebuilt marine engines: 100 hp C.O., \$1200. 150 hp C.O., \$1,750. 200 hp C.O., \$3,000. 25 hp Kermath, \$125. 65 hp Kermath with starter, \$285, and many others—also reverse gears, propellers, etc. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

FOR SALE

98 Ft. Yacht, two Fairbanks-Morse Engines in tip top shape all ready to go, or will trade for trawler not less than 70 ft., prefer F-M engines. Write W. T. Ashe, Gloucester Point, Va.

WANTED

Trawler, if you have bargain. Quote lowest cash price, giving particulars. Write C. David Burke, Gloucester Point, Va.

FOR SALE

Schooner Yacht *Hildegard's* mainsail, Hoist 58', Boom 74', Gaff 42', Leach 95'. Sail is hand made, of No. 0 yacht duck, seams up and down, used only 21 days. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

FOR SALE

Fishing boat 42 ft. x 12 ft. x 5 ft. draft, with 40 hp Palmer engine. Good condition. Price very reasonable. Address Box A, ATLANTIC FISHERMAN, Goffstown, N. H.

FOR SALE

Trap boat, two buildings, 3 floating 16 fathom traps, 2 new 16 fathom traps, 3 long leaders. All the necessary gear to fish three complete traps. Entire outfit for sale for \$4,000. Write Box FP, ATLANTIC FISHERMAN, Goffstown, N. H.

FOR SALE

100 hp Lathrop engine with reverse gear, propeller and shaft. Just been overhauled and put in A-1 condition. Price, \$500 cash. Ephraim C. S. Clark, Box 142, Newburyport, Mass.

Statement of Ownership

Statement of ownership, management, etc., of ATLANTIC FISHERMAN, published monthly at Manchester, N. H., required by Act of August 24, 1912. Editor, James E. Munson, Goffstown, N. H. Publisher, P. G. Lamson, Goffstown, N. H. Owners and stockholders, owning or holding one per cent or more of the total amount of stock: Atlantic Fisherman, Inc., Goffstown, N. H.; G. L. Read, Goffstown, N. H.; Gardner Lamson, Goffstown, N. H.; Hugh Lamson, Goffstown, N. H.; P. G. Lamson, Goffstown, N. H. Known bondholders, mortgagees, and other security holders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities. None.

P. G. LAMSON, Publisher.

Sworn and subscribed to before me, this 1st day of October, 1935.

MAURICE C. SMITH, Notary Public.

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

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Complete Line of Fishermen's Supplies Including
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HENDERSON & JOHNSON PAINTS
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Complete stock carried on hand at all times

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SS.

SS.

